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FIRE ENGINEERING

The Journal of the Fire Protection Profession Since 1877

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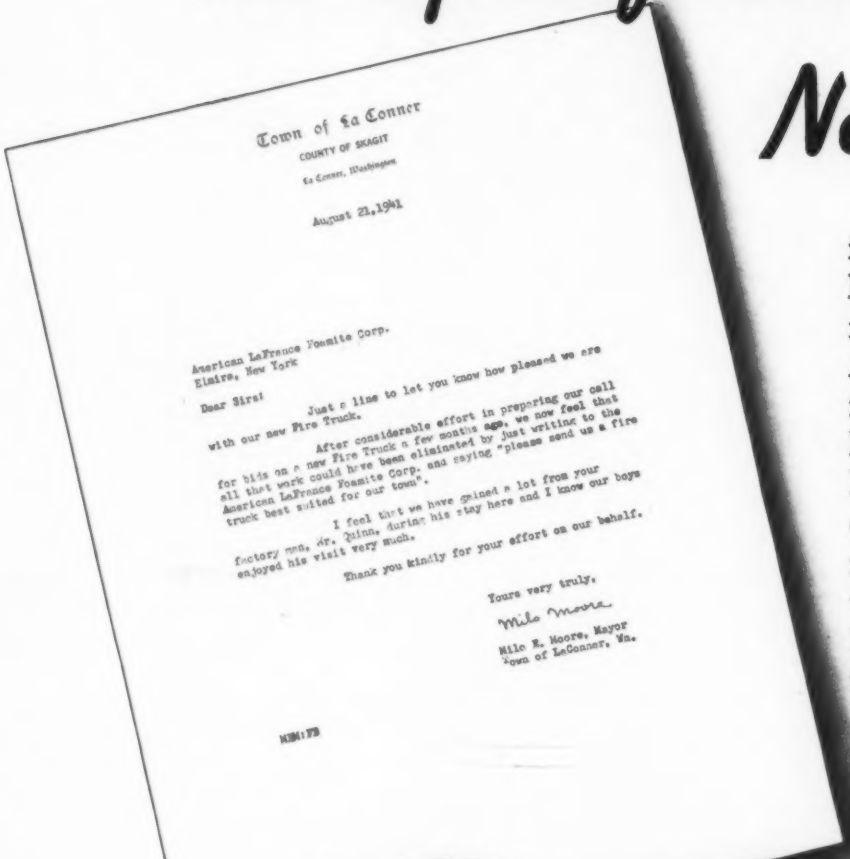
NOVEMBER, 1941

Vol. 94, No. 11

When Fire Struck a Rubber Plant at Fall River, Mass.

No Specification Needed



Town of La Conner
COUNTY OF SKAGIT
La Conner, Washington

August 22,1941

American LaFrance Foamite Corp.
Elmira, New York

Dear Sirs:

Just a line to let you know how pleased we are with our new Fire Truck.

After considerable effort in preparing our call for bids on a new Fire Truck a few months ago, we now feel that all that work could have been eliminated by just writing to the American LaFrance Foamite Corp. and saying "please send us a fire truck best suited for our town".

I feel that we have gained a lot from your factory rep., Mr. Quinn, during his stay here and I know our boys enjoyed his visit very much.

Thank you kindly for your effort on our behalf.

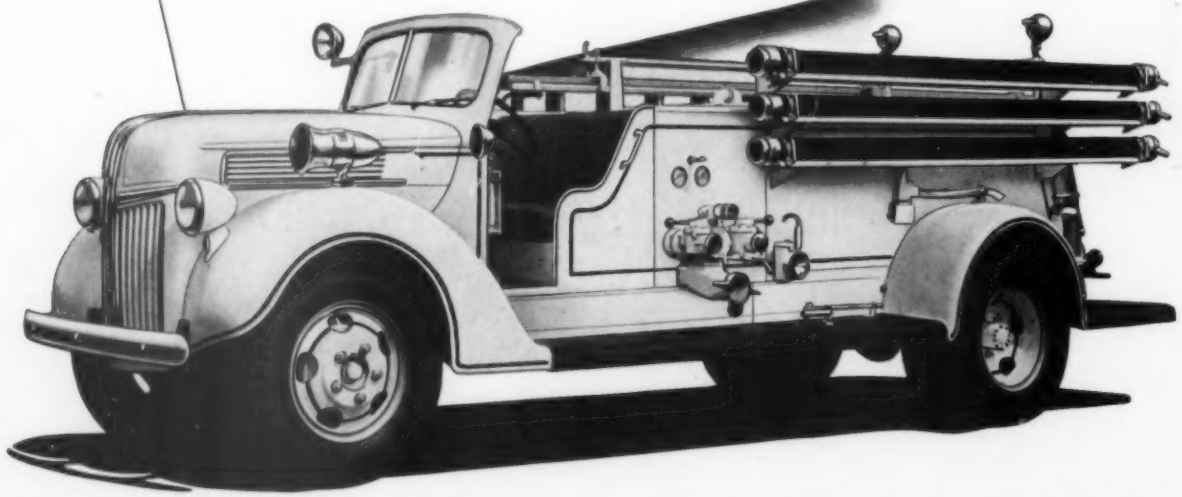
Yours very truly,

Milo Moore

Milo K. Moore, Mayor
Town of LaConner, Wn.

MKM:FB

in effect says Mayor Moore—and he is right if you are buying American LaFrance fire apparatus. Our knowledge of Fire Department needs coupled with our manufacturing facilities enables us to build experience in the form of quality and utility into our apparatus that no specification will cover.



Let us plan with you on your fire defense requirements.

AMERICAN-LAFRANCE-FOAMITE CORPORATION

ENGINEERS and MANUFACTURERS

ELMIRA, NEW YORK, U. S. A.

FIRE ENGINEERING, November, 1941. Vol. 94. No. 11. Published monthly by Case-Shepperd-Mann Publishing Corporation, 24 W. 40th St., New York, N. Y. Subscription price: U. S. and Latin America, $2 a year; Canada, $2.50; Foreign, $3; single copies, 25c. Entered as second-class matter April 15, 1929, at the Post Office, New York, N. Y., under the Act of March 3, 1879.

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Write for Bulletin No. 63.

FEDERAL ELECTRIC COMPANY, Inc.

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One of two 1000 gallon Buffalo Pumpers recently delivered to the city of Buffalo, which now operates six Buffalo Pumping Engines of 1000 gallons or more.

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FIRE ENGINEERING

A Consolidation of Fire and Water Engineering, The Fire Engineer and Fire Protection

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FRED SHEPPERD
Editor
N. N. WOLPERT, *Assistant Editor*

Please Pass the Priorities!

THE good news that the motor fire apparatus industry has received the high "A2" priority rating is cause for thanksgiving throughout the fire field.

● Municipalities are now in position to order equipment needed to bring their fire protection facilities up to the standards demanded by the growing war emergency; and manufacturers are in position to get materials for filling those orders.

● That's talking turkey! That's a step in the right direction toward an all-out effort to keep Hitlerism from these shores!

● We congratulate the fire field on the splendid progress that has been made, and in which FIRE ENGINEERING is proud to have played a prominent part.

The Publishers

FIRE ENGINEERING

The Journal of the Fire Profession since 1877; published on the tenth of each month by Case-Shepperd-Mann Publishing Corp., 24 West 40th St., New York City, also publishers of *Water Works Engineering, Sewage Works Engineering*, etc. ¶Subscription price U.S. and Latin America, $2 a year; Canada, $2.50; Foreign, $3; Single copies, 25c. ¶Member of Audit Bureau of Circulations and Associated Business Papers, Inc. ¶Entered as second-class matter April 15, 1929, at the Post Office at New York, N. Y., under Act of March 3, 1879. ¶Contents of this issue copyrighted, 1941, by Case-Shepperd-Mann Publishing Corp. ¶KARL M. MANN, President; I. HERBERT CASE, Vice-President and General Manager; ALFRED J. HOUGHTON, Eastern Representative; WM. H. TOPHAM, Circulation Manager; H. S. ESSEX, Production Manager. CHICAGO OFFICE: W. S. CLEVENGER, L. M. ROCHE, 6 No. Michigan Ave.; SAN FRANCISCO: CHARLES H. WOOLLEY, 444 Market Street; LOS ANGELES: AUGUST HAURIN, 6000 Miramonte Blvd. ¶Printed in U.S.A.

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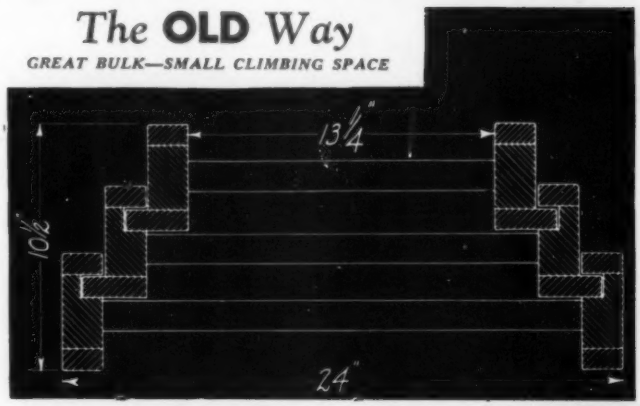
The **OLD** Way

GREAT BULK—SMALL CLIMBING SPACE



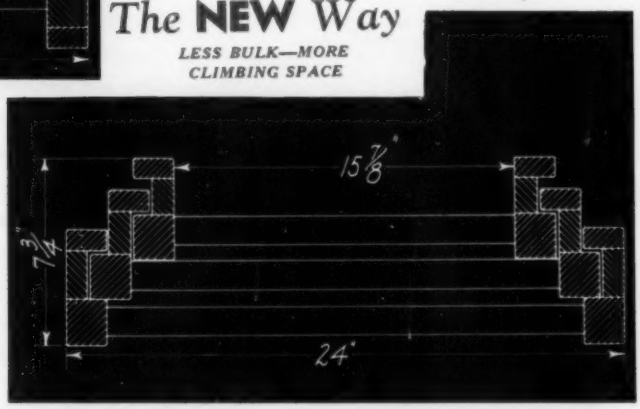
The diagram at left shows OLD way of banking ladder sections. Overall height and narrow climbing space is undesirable for 3-section ladders.

● MORE CLIMBING SPACE—LESS BULK

Shown below and at top is the NEW "space-saver" method of banking ladder sections. Its low banking height and increased climbing space is ideal arrangement for 3-section ladders.

The **NEW** Way

LESS BULK—MORE CLIMBING SPACE



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SERIES 150 ★ — Space-Saver principle adapted to 3-section Truss Ladders over 30 feet long. Because of low banking height and reduced weight—Series 150 is ideal for service trucks.

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2-section, 3-section, Wall and Roof
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For indoor use—a great space saver

COMPO LINE (Wood and Aluminum)
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POMPIER LADDERS
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PIKE POLES Triple-thick laminated steel head

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"A NUMBER OF LIVES SAVED EACH YEAR"

is the record at

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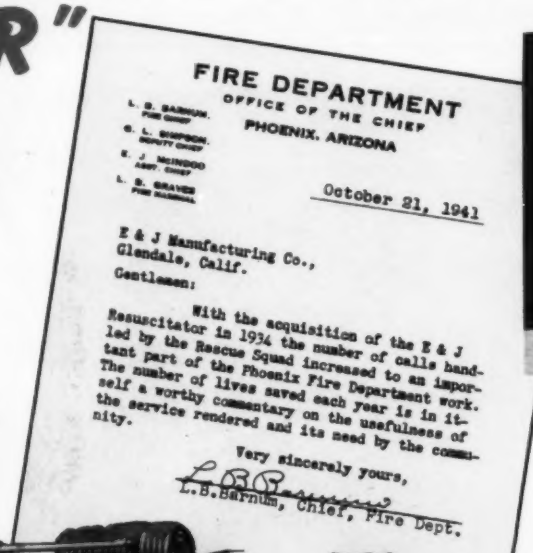
with the

E & J

RESUSCITATOR INHALATOR *and* ASPIRATOR



FIRE DEPARTMENT
OFFICE OF THE CHIEF
PHOENIX, ARIZONA

L. B. BARNUM, Fire Chief
G. L. SIMPSON, Deputy Chief
E. J. MCINDOO, Asst. Chief
L. B. GRAVES, Fire Alarmist

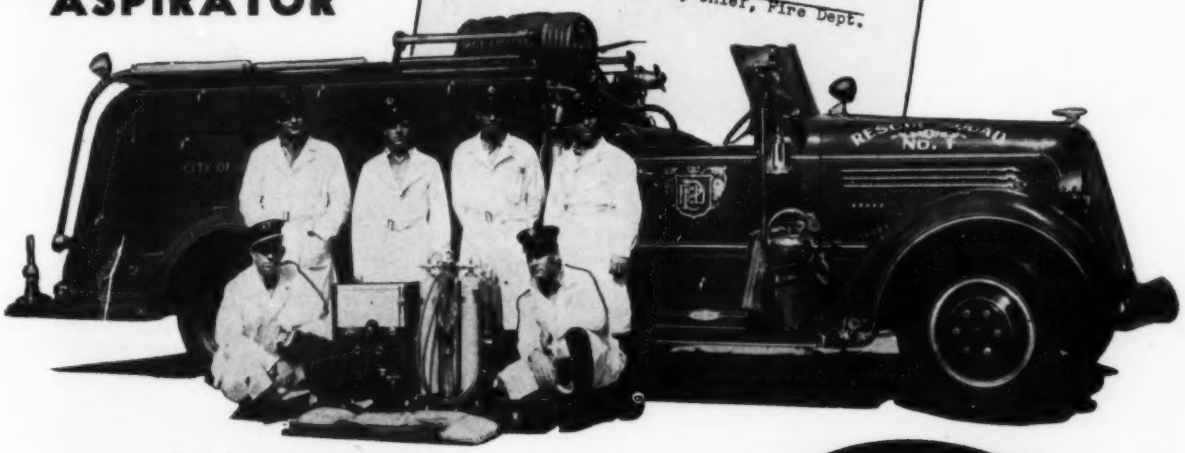
October 21, 1941

E & J Manufacturing Co.,
Glendale, Calif.
Gentlemen:

With the acquisition of the E & J Resuscitator in 1934 the number of calls handled by the Rescue Squad increased to an important part of the Phoenix Fire Department work. The number of lives saved each year is in itself a worthy commentary on the usefulness of the service rendered and its need by the community.

Very sincerely yours,
L.B.Barnum
L.B.Barnum, Chief, Fire Dept.

L. B. Barnum,
Chief of Fire Dept.
Phoenix, Ariz.



The E & J equipped Rescue Squad and car of the Phoenix, Ariz., Fire Department.

DEPENDABLE SERVICE

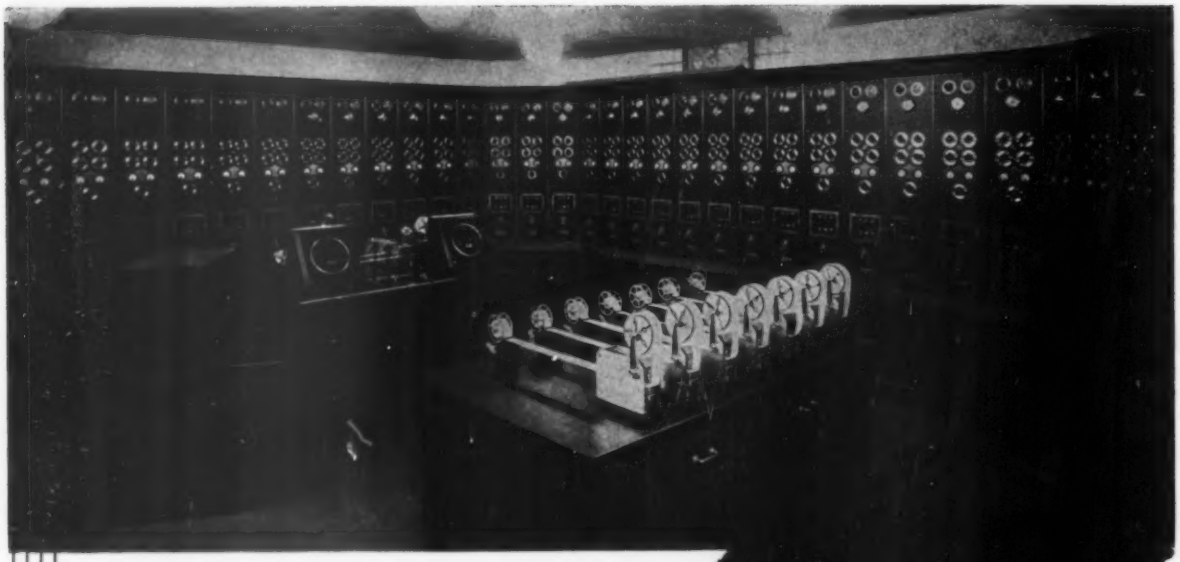
The many lives saved each year by the Fire Department Rescue Squad of Phoenix, Ariz., is an achievement for which the citizens of that thriving community can feel justly proud. That this notable work is being accomplished with an E & J Resuscitator, which the department has had in service since 1934, is mighty good proof of the dependability of this modern automatic breathing machine. It is typical of the experience of many other leading cities, and a sound reason why your own department should be E & J equipped.

For further information about the E & J, write to any of our offices listed below.

E & J MANUFACTURING CO., GLENDALE, CALIF.

961 Boylston St. Boston | 17 East 42nd St. New York City | Drexel Bldg. Philadelphia | 330 Fernando St. Pittsburgh | 4645 W. Washington Chicago

Sacramento REVIEWS THE FIRE RECORD



A view of the Central Alarm Station — the heart of Sacramento's fire defenses. Shown is the operating equipment for 25 box circuits, 3 primary, 3 secondary alarm circuits and one tapper circuit, operator's pedestal equipped with two Peerless type manual transmitters and master recording sets, the individual circuit registers and the telephone switchboard all compactly grouped for efficient operation.

Installed in 1937, the new GAMEWELL FIRE ALARM SYSTEM

was intended (1) to provide adequate protection for a rapidly growing city, (2) for its influence on insurance rates and (3) to provide for future expansion at a reasonable expense. The system cost approximately $265,000.00. Reviewing the fire record for the three years preceding and three years following the installation. Sacramento finds the following:

FIRE LOSSES—

3 YEARS PRECEDING:		3 YEARS FOLLOWING	
1935	$195,872.12	1938	$205,606.15
1936	357,501.23	1939	100,558.48
1937	265,029.41	1940	253,510.53
Total	$818,402.76	Total	$559,675.16

The Three-Fold Fire Alarm Box

Sacramento now has 421 of these boxes and is one of the best protected cities in the country.

NET SAVINGS THREE YEAR PERIOD $258,727.60

And the Underwriters lowered the classification from Class 4 to Class 3 reducing insurance rates approximately $40,000.00 annually and the system is capable of accommodating 329 additional boxes without further cost except for the boxes and wire. The objectives which impelled the purchase of the system appear to have been more than achieved. Other fire defenses are entitled to credit, but THE CITY MANAGER ATTRIBUTES A LARGE PART OF THE SAVINGS TO THE NEW FIRE ALARM SYSTEM—AND HE SHOULD KNOW.

Prompt alarms mean low fire losses. The Gamewell Three-Fold Fire Alarm System with adequate box distribution provides the means.

GAMEWELL COMPANY NEWTON UPPER FALLS, MASS.

FIRE ENGINEERING

NOVEMBER, 1941 VOL. 94. NO. 11

With the Editor

Opposition to Salary Raise In a pamphlet entitled "The Compensation of Firemen and Policemen in New Jersey," recently issued by the Cost of Government Committee of the New Jersey State Chamber of Commerce and apparently intended to influence the public to vote against a salary raise for these two deserving classes of city servants, Walter Kidde, Chairman of the Committee, arrives at some rather novel conclusions. We quote them with brief comment:

> **"This referendum method of determining salaries obviously is not in the interest of the tax payer."**

We have always thought this to be the American way, for the public, who pay the bill, ought to have a voice in setting the salaries of their employees.

> **"The general qualifications for police and fire positions are simple, and not nearly so exacting as those set up in other public job classifications where anything like comparable salaries are paid."**

In a recent fire department examination in New York City, 58 of the first hundred who made the list were college graduates holding degrees. Both physical and mental requirements are today severe, and only men of excellent physique and mental equipment can make the grade.

> **"It suffices to say that the hazards of police and fire positions are not so great as the public might be led to believe."**

We do not know what the public believes, but we do know that life insurance companies charge a materially higher rate for life insurance for firemen than for other municipal employees, and some insurance companies don't solicit the accident insurance business of professional firemen at all.

Some of the arguments advanced by those who would discount the worth and the work of firemen would be funny if it were not for the injustice they do!

Waning Interest Among Auxiliaries Complaints are quite widespread that auxiliary firemen lose interest in training programs after the novelty of the work has worn off. Decreases in class enrollments of as much as 80%, after a month's attendance at lectures, have been reported by some fire departments.

This experience is not at all surprising. Great Britain had precisely the same experience prior to entry into the European War. It was only after hostilities were near at hand that the auxiliaries blossomed forth into a live, hustling, thriving force.

There must be more than work if auxiliary groups are to be kept up to full personnel.

First, some form of identification must be adopted, such as uniform, badge, shirt or official insignia.

Money must be raised to take care of damage to clothing; injury to auxiliaries; care of dependents of auxiliaries during period of latter's incapacitation due to injury; provision of uniforms, shirts or other means of identification. Social activities must be encouraged and supported. The auxiliaries must be given a place in the sun.

Unless action is near at hand, the interest of no group of men can be main-

tained for any length of time by drilling and lecture work alone. A change in the present procedure is in order.

What Size Trailers? It has been suggested by certain fire protection organizations that trailer pumps for protection of cities against incendiary air raids be of not less than 500 gallons per minute capacity. This blanket recommendation has been made regardless of the wide variety of districts to be protected. Apparently it is the belief of those who have taken this stand that there is no appreciable difference in fighting fires in residential, business and industrial areas.

We concede that the larger unit is essential for business or industrial sections where big fires requiring large, stiff streams are a possibility; or where it may be necessary to relay large quantities of water a distance. But we are not convinced that the smaller machines are without merit in residential or outlying districts.

Here are some of the reasons why we feel a trailer pump of even as small a capacity as 100 gallons per minute has a place in the fire defense set-up for protection of districts indicated above:

They are lighter in weight and are easily handled by the local auxiliary crew.

Small streams produced by them are readily manipulated by the unskilled auxiliaries.

Fires from incendiary bombs are small at the start and constitute no great fire-fighting problem.

The small trailer pump is a logical step between stirrup pump or knapsack pump and the large trailer or self-propelled fire engine.

A trailer of but 100 gallons per minute capacity at 100 pounds pump pressure, for instance, can give the following performance: Supply two 1100-foot lines of 1½-inch hose, equipped with ½-inch nozzles, at 30 pounds nozzle pressure; Supply two 600-foot lines of 1½-inch hose, equipped with ½-inch nozzles, at 45 pounds nozzle pressure; supply nine 1½-inch lines, several thousand feet in length, equipped with ¼-inch nozzles at 30 pounds nozzle pressure, or supply seven lines several thousands of feet in length and equipped with ¼ inch nozzles at 50 pounds nozzle pressure.

Another point in favor of the small trailer pump, where a large number of units are required to protect low value districts, is the lesser cost.

In the event of air attack, if such should ever occur, a great number of small fires can be expected from one-kilogram incendiary bombs, fires which can be handled in their early stages by small streams. But it will require quick work in residential districts of inflammable construction to check such fires in their incipiency.

Here is where the light-weight, highly mobile trailer pumps should prove effective. Ability to move them quickly by hand, even if but few auxiliary firemen are present, makes them useful for protecting such districts.

In our opinion, the small unit has a place in the fire defense picture.

Fred Shepperd

Rubber Fire at Fall River Causes $12,000,000 Loss

Fifty-Two Neighboring Cities Aid in Controlling Blaze

By A. H. SELLECK

A TWO-STATE alarm fire late Saturday night, October 11, destroyed five out of eight buildings of the Firestone Rubber and Latex plant in Fall River Mass. The loss was unofficially estimated at $12,000,000 making this blaze the largest in the history of Fall River. This estimate would be conservative if stores of rubber at the plant are as large as believed and if destruction of these stores was complete. Federal Loan Agency at Washington alone lost 15,850 tons of rubber at the fire, and this represents ten per cent of the stock on hand of that agency. The plant was engaged in making self-sealing fuel and oil tanks for aeroplanes, pilot seats, ammunition belts for machine guns, barrage balloons, gas masks and many other items vital to the nation's defense.

Firemen Fighting Fire on Three Sides At The Fall River Blaze. Masonry Tower in Center Subsequently Collapsed, Injuring a Number of Firemen

Blaze Starts in Cushion Dryer

The fire, starting in a cushion dryer on the third floor of the foamed latex dept., known as building number 5, spread quickly out of control. The flames had a head start of about 15 minutes, due to the jamming of an 85 foot aerial in one of the small alleyways of the plant, also holding up the first three engine companies due on the first alarm. By the time the building had been evacuated of its many workers, the flames had enveloped the building from end to end and were reaching out menacingly toward nearby buildings. When delayed firemen arrived, a second alarm was sounded registering at fire headquarters at 10:59 P.M. At 11:06 a third was sent and twenty minutes later a general alarm, bringing all available apparatus to the scene. Shortly after the general alarm was sounded a hurry call went out to all surrounding cities and towns for aid. Firemen from more than fifty-two cities and towns in Massachusetts and Rhode Island, including cities as far distant as Boston and Worcester, fought the fire after answering the appeal. Some departments responded voluntarily as their men saw the flare of giant flames and the jet-black smoke that trailed for twenty-five miles.

Massachusetts cities and towns

Intense Heat Was Created by Burning Rubber, As Well Illustrated By This View

that sent apparatus to Fall River included Boston, Worcester, New Bedford, Fairhaven, Brockton, Milton, Stoughton, Abington, Whitman, Hanson, Norwood, Plymouth, Millis, Walpole, Mansfield, Foxboro, Rockland, Swansea, Attleboro, North Attleboro, Seekonk, Dartmouth, Assonet, Westport, Weymouth, Dedham, Bourne, Marion, Hyannis, Raynham, Middleboro, Easton, Bridgewater, Somerset and Taunton.

Representing Rhode Island were Providence, East Providence, Quonset Point, Newport Naval Training Station, Greenwood, North Scituate, Woonsocket, Pawtucket, Warren, Bristol, Warwick, Lakewood, Newport, Riverside, Barrington, Westerly and Kingston.

Fire Streams Had Little Effect on the Roaring Fire at Fall River

Explosions Shake Buildings

Great explosions shook the first building and blew flames across a small areaway and engulfed a second building. Explosions continued from time to time and with each of the bursts a shower of sparks was scattered over the roofs of buildings within a two block area. Sparks landed on the roof of the Fyans Mill Machinery Company, and were extinguished time after time, but finally an ember landed at a vital spot and burned the building to ruins. As the roof and walls of buildings numbers 4 and 5 started to collapse, they sent more sparks up into the air which were picked up by the wind and carried to start trouble anew. Shortly after the Fyan Company ignited the roof of the Lamport Company, one of the world's largest distributors of cotton, caught fire, followed soon after by the roof of the Delco Building Co.

Embers Ignite Autos

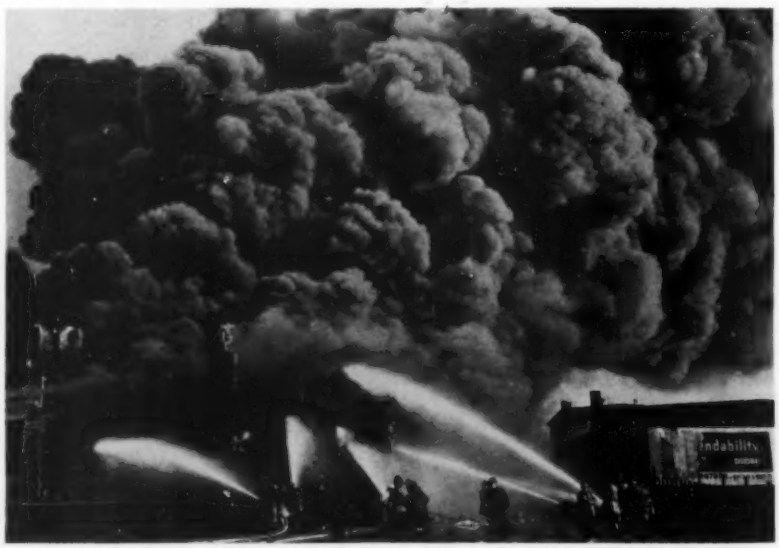
Showering embers also set fire to the two and a half story wooden building occupied by Israel Cohen, used automobile parts dealer, who had about 100 cars on the property. The building and eighty cars were burned to the accompaniment of repeated explosions as gasoline tanks let go.

A building of the Old Colony Machine Works was destroyed and two buildings of W. C. Atwater and Company, fuel dealers and oil burner manufacturers were badly damaged. Fire attacked large coke supplies of the Fall River Gas Works Company, but most of the fuel was saved.

Several other buildings were fired but the flames were quickly brought under control. The police seeing the danger evacuated the families from nearby tenements. Fire companies who answered Fall River's plea were put to work performing duties similar to those of fire wardens in London, snuffing out incipient fires in an area a mile around the doomed plant.

Meanwhile, inside the plant, the fire was still defying all efforts. The firemen had waged a losing battle against buildings 4 and 5 and had now retreated to concentrate their efforts on a building known as the Tower building, which held large stores of rubber.

Firemen from Fall River and Tiverton threw up a heavy water curtain around the Tower building and at one time it appeared they were going to be able to gain control of the flames, but were foiled when a large tank of naphtha became ignited. The added fuel sent a column of flame into the air that was visible for miles around. About this time hundreds of cars began blocking all of the incoming streets so that aiding fire companies were delayed or prevented



Fire Was Stopped At This Point, After an All-Night Fight

from reaching the scene. Massachusetts State Guard was summoned and soon had the area well guarded and the police were free to reroute traffic.

Gas Tank Threatened

In the direct path of the flames was a storage tank containing 750,000 cubic feet of illuminating gas belonging to the Fall River Gas Co. The manufacturing superintendent and the company chemist climbed to the top of the tank, and seeing the advancing flames and realizing the danger of an explosion and hazard to the city, directed workmen in drawing off the contents and transferring the gas by pipes to another tank. They also kept the tank wetted down which extinguished the embers as soon as they landed.

Wall Collapses

By morning, five buildings were nothing more than smoking ruins and huge clouds of smoke billowed skyward. In the early morning, the front wall of the Tower building collapsed, injuring a crew of firemen from Attleboro, Brockton, and Fall River; ten in all were injured.

The wall, of foot-thick stone structure that had stood for seventy-odd years, was unsupported, the roof having gone hours before. Terrific heat had warped it visibly out of line. Suddenly it gave, bending slowly from the top, and then fell, showering the men working below with granite blocks ranging from pebbles to thirty-pound chunks.

The Fall River firemen were under the direction of Deputy Chief William Carberry, as Chief Geo. A. McGaw was away on a weekend leave.

View Showing Area of Fall River Rubber Plant Involved by Fire. Fire Was Under Control When This Picture Was Taken.

Firestone officials, FBI men and Army Intelligence personnel arrived at the scene to open a joint investigation, to determine whether the blaze was of incendiary origin. The investigation has since been closed and the possibility of sabotage discounted.

The first of the sixty-five pieces of apparatus that had battled the flames did not leave the scene until late Sunday afternoon and other aiding companies left the scene but were returned to Fall River Station to cover the city.

Rural Fire Districts Set Up in Nebraska

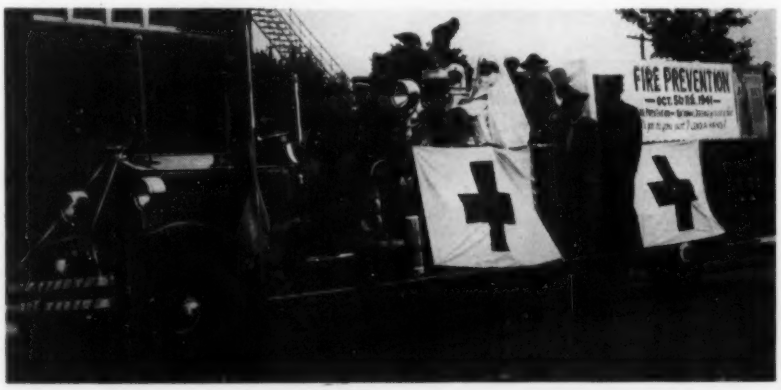
Under the urge of federal agencies anxious to conserve supplies of grains on the farms of the state of Nebraska, considerable progress has been made in the formation of rural fire protection districts. Although the law permits their formation and the levying of a supporting tax, very few districts have been formed in the past year. At present, however, there are twenty-six in operation. It is believed that the large decrease in barn fires this summer and fall is due to this fact.

Float Featured in Durham Fire Prevention Week Activities

In observance of Fire Prevention Week, the Durham, N. C., Fire Department prepared a float to illustrate several groups which may aid in fire prevention. This float was driven to a number of schools where talks on the topic, "Fire Prevention and National Defense," were given by Fire Chief Frank Bennett and other leading citizens. The float bore the slogan: "Fire Prevention, Oct. 5 to 11, 1941. Fire Prevention and National Defense Go Hand in Hand. Will You Do Your Part? Lend a Hand!" The Red Cross, one of the greatest of disaster agencies, was represented, while four Boy Scouts and two members of the schoolboy patrol, as well as the firemen, also had parts in the tableau.

An average of fifteen firemen per day volunteered their time and effort while off duty to carry out the educational program of the department during Fire Prevention Week.

As another feature of the week, Chief Bennett spoke over Station WDNC on the causes of fires and pointed out that many people die in preventable blazes.



Symbolic of Fire Protection Is This Float Used During Fire Prevention Week by the Durham, N. C., Fire Department

Fire Apparatus Industry Gets A-2 Priority Rating

OPM Gives Builders of Motor Fire Apparatus Higher Preference in Obtaining Necessary Materials

MANUFACTURERS of "self-propelled motorized fire apparatus and trailer types of fire apparatus and parts and accessories thereof" now have the high A-2 priority rating, as the result of an order issued October 31 by Donald M. Nelson, Director of Priorities, of the Office of Production Management. The order, known as Preference Rating Order No. P-45, became effective at the time it was issued.

Under this new ruling, which places fire apparatus in a category very close to actual war materials, the A-2 rating will greatly aid manumacturers in procuring needed materials. While the order embraces fire apparatus "required to fill defense orders" and specifies the various military and governmental agencies to be benefited, it is understood that paragraph (iii) under "Definitions" reading "Any other contract or order to which the Director of Priorities assigns a preference rating of A-10 or higher" will be utilized in such a way as to cover the needs of municipalities.

Following is the full text of the new order:

PREFERENCE RATING ORDER NO. P-45
Material for the Production of Fire Apparatus

To:
Name of Producer
Address:
Serial No.:

Preference Rating Order. For the purpose of facilitating the acquisition of material for the production of fire apparatus, a preference rating is hereby assigned to deliveries to the producer and to deliveries to his suppliers, upon the following terms:

(a) **Definitions.**

(1) "Producer" means the specific person to whom this order is addressed above.

(2) "Fire Apparatus" means self-propelled motorized fire apparatus and trailer types of fire apparatus and parts and accessories thereof produced by the producer, provided such fire apparatus is required to fill defense orders.

(3) "Defense Order" means:

(i) Any contract or order for material to be delivered to, or for the account of:

(a) The Army or Navy of the United States, the United States Maritime Commission, the Panama Canal, the Coast and Geodetic Survey, the Coast Guard, the Civil Aeronautics Authority, the National Advisory Commission for Aeronautics, the Office of Scientific Research and Development.

(b) The government of any of the following countries: The United Kingdom, Canada and other Dominions, Crown Colonies and Protectorates of the British Empire, Belgium, China, Greece, the Kingdom of the Netherlands, Norway, Poland, Russia and Yugoslavia.

(ii) Any contract or order placed by any agency of the United States Government for material to be delivered to, or for the account of, the government of any country listed above, or any other country, including those in the Western Hemisphere, pursuant to the act of March 11, 1941, entitled "An Act to Promote the Defense of the United States," (Lend-Lease Act).

(iii) Any other contract or order to which the Director of Priorities assigns a preference rating of A-10 or higher.

(iv) Any contract or order for material required by the person placing the same to fulfill his contracts or orders on hand, provided such material is to be physically incorporated in material to be delivered under contracts or orders included under paragraph (i), (ii), or (iii) above.

(4) "Material" means any commodity, equipment, accessories, parts, assemblies or products of any kind.

(5) "Supplier" means any person with whom a contract or purchase order has been placed for delivery of material which will be physically incorporated into fire aparatus.

(6) "Rated delivery" means a delivery made pursuant to a contract or purchase order to which the preference rating hereby assigned has been duly applied.

(b) **Assignment of Preference Rating.** Preference Rating A-2 is hereby assigned to deliveries to the producer and to any supplier of material which will be physically incorporated into fire apparatus.

(c) **Persons Entitled to Apply Preference Rating.** The preference rating hereby assigned may be applied by

(1) The producer;

(2) Any supplier who has been furnished with a copy of preference rating order No. P-45 in accordance with paragraph (d) (2).

(d) **Application of Preference Rating.** The producer, or any supplier entitled under paragraph (c) (2) to apply the preference rating hereby assigned before applying the rating to deliveries to him must:

(1) Accept General Preference Order No. P-45 by executing the acceptance attached at the end thereof, detaching the same, and filing it with the fire equipment section, Division of Purchases, Office of Production Management provided that after one such acceptance of Preference Rating Order No. P-45 shale have been duly filed as herein provided, no additional acceptance need be filed for subsequent applications of said order whether such subsequent applications shall be of an order bearing the same or a different serial number from the order accepted; and

(2) Furnish one copy Preference Rating Order No. P-45, together with an unsigned form of acceptance thereof to each of his suppliers with whom he has placed a contract or purchase order for material to the delivery of which he elects to apply the preference rating hereby assigned. After one such copy of said order, regardless of serial number, has been furnished to a particular supplier, no additional copy of said order need be furnished to that supplier to cover any subsequent applications of the preference rating hereby assigned.

(3) The producer and each such supplier in order to apply the preference rating hereby assigned to deliveries to him must endorse the following statement on the original and on copies of each purchase order or contract for material to be physically incorporated into fire apparatus:

"Preference Rating A-2. Purchase order for material to be physically incorporated into fire apparatus as defined in Preference Rating Order No. P-45, Serial No. ————, with which I am familiar."

The endorsement shall be manually signed by an authorized official of the producer or supplier and the original, or a copy, of such purchased order shall be delivered to the seller of such material. Such endorsement shall constitute a certification to the Office of Production Management that the producer or supplier is entitled to apply the rating to such delivery pursuant to this order. Such purchase order or contract shall not include any material the delivery of which is not rated pursuant to this order.

(4) A supplier who has been furnished with a copy of Preference Order No. P-45 by two or more producers or suppliers and who has received from such producers or suppliers endorsed purchase orders or contracts for material to be physically incorporated into fire apparatus may include in a single purchase order or contract any part, or all, of the material which he in turn requires to make his rated deliveries to such producer or suppliers, but must specify in the endorsement on such single purchase order all of the serial numbers contained in the purchase orders which have been so received by him and to fill which he has applied the preference rating.

(5) The preference rating hereby assigned may be applied only to written purchase orders or contracts.

(e) **Restrictions on Application of Rating.** The preference rating hereby assigned shall not be applied.

(1) To obtain material which will not be physically incorporated into fire apparatus.

(2) Unless the material to be delivered cannot be secured when required without such rating.

(3) To obtain deliveries greater in quantity, or in dates earlier, than required to fulfill rated deliveries.

(4) By the producer to obtain material in excess of the amount needed for the production of fire apparatus required to fill defense orders placed with the producer, taking into consideration existing inventories of the producer. If a producer has sufficient material to produce fire apparatus for defense orders placed with him and will still have a practicable minimum working inventory, he shall not make use of the rating hereby assigned to obtain deliveries of such material.

(5) By any supplier to obtain material in excess of the amount necessary for him to make rated deliveries, taking into consideration existing inventories of the supplier. If a supplier has sufficient material to enable him to make his rated deliveries and will still have a practicable minimum working inventory, he shall not make use of the rating hereby assigned to obtain deliveries of such material.

(f) **Restrictions on Deliveries of Fire Apparatus.** A producer shall make no deliveries of fire apparatus except in fulfillment of defense orders, or in ful-

fillment of contracts or purchase orders which he is directed to fulfill by the Director of Priorities.

(g) **Records and Reports.** The producer and each supplier who applies the preference rating assigned by this order shall:

(1) Keep and preserve for a period of at least two years accurate and complete records and information concerning:

(i) All applications of such preference rating, including the kinds, values, quantities and delivery dates of material covered by each such application, together with the name and address of each supplier to whose deliveries of material the rating has been applied.

(ii) Inventories and stocks on hand of material of the kind covered by each application of the rating.

(iii) Contracts or purchase orders on his books, including delivery schedules, for fire apparatus and for material which will be physically incorporated into fire apparatus.

(2) File reports with the Division of Priorities, Office of Production Management, containing such information concerning the matters specified in paragraph (g) (1) and any other matters as shall from time to time be required by said division. Until further order, the producer and each such supplier shall file Form PD-81 with the Fire Equipment Section, Division of Purchases, Office of Production Management, on or before the fifteenth day of each month.

(3) Submit from time to time to an audit and inspection by representatives of the Division of Priorities concerning the matters specified in paragraph (g) (1).

(h) **False Statements.** Any person who wilfully falsifies records to be kept or information to be furnished pursuant to this order may be prohibited by the Director of Priorities from receiving further deliveries of any material subject to allocation by the Director of Priorities and the Director of Priorities may also take any other action deemed appropriate including a recommendation for prosecution under Section 35-A of the Criminal Code (18 U. S. C. 80).

(i) **Revocation or Modification.** This order may be revoked or amended by the Director of Priorities at any time as to a producer or any supplier. In the event of revocation, or upon expiration of this order, deliveries already rated pursuant to this order shall be completed in accordance with said rating, unless the rating has been specifically revoked with respect thereto. No additional application of the rating to any other deliveries shall thereafter be made by a producer or supplier affected by such revocation or expiration.

(j) **Effective Date.** This order shall take effect on the 31st day of October, 1941, and, unless sooner revoked, shall expire on the 31st day of January, 1942.

(P. D. Reg. 1, Aug. 27, 1941; 6 F. R. 4489; P. D. Reg. 2, Sept. 9, 1941, 6 F. R. 4684; O. P. M. Reg. 3, Amended, Sept. 2, 1941, 6 F. R. 4865; E. O. 8629, Jan. 7, 1941, 6 F. R. 191; E. O. 8875, Aug. 28, 1941, 6 F. R. 4483; Sec. 2 (a), Public No. 671, 76th Con., 3d Sess., as amended by Public No. 89, 77th Cong., 1st Sess.; Sec. 9, Public No. 783, 76th Cong., 3d Sess.).

Issued this 31st day of October, 1941.

(Sgd.) DONALD M. NELSON,
Director of Priorities.

ACCEPTANCE
Preference Rating Order No. P-45
Material for the Production of Fire Apparatus.

To:
Name of Producer
Address:
Serial No.:

To Be Signed by an Authorized Official of the Producer or Supplier Before Applying the Rating Assigned by the Preference Rating Order No. P-45.

(Before signing this acceptance read carefully sections (c), (d), (e), and (f) of the foregoing order.)

The producer or supplier named below hereby accepts Preference Rating Order No. P-45 and certifies to the Director of Priorities of the Office of Production Management that he is entitled to apply the preference rating assigned by such order in accordance with its terms.

Dated this day of , 1941.

.....
Legal Name of Producer or Supplier

.....
Address

By:

.....
Name and Title of Authorized Individual

(Section 35A of the Criminal Code, 18 U. S. C. 80, makes it a criminal offense to make a false statement or representation to any Department or Agency of the United States as to any amtter within is jurisdicion.)

The producer may obtain additional copies of Preference Rating Order No. P-45 from the Division of Priorities, Office of Production Management, Washington, D. C. Suppliers may not obtain such copies from the Division of Priorities, but should procure them from the producer.

Chief Gilday Rounds Out Fifty Years of Service

Chief John J. Gilday of the Hoboken, N. J., Fire Department has recently rounded out fifty years of active service in that department. He has actually finished out fifty-four years as he served four years as a member of Hoboken's volunteer department.

It was midnight on November 1, 1891, that Hoboken's paid fire department came into being. Chief Gilday had been offered appointment as a fireman, but declined, though he did express a hope that if an engineer's job was to be created that he be considered for the post. Five months later he was formally appointed in that capacity. He has the distinction of being the first fireman in the Hoboken Department to take an examination for an engineership and the first to take a physical examination for appointment to the force. All those who preceded him in appointment were named from the old volunteer ranks.

Chief Gilday was made a captain in 1901. He became a battalion chief in 1917. One year later, on the death of Chief Michael Dunn, he was named for the post of chief engineer.

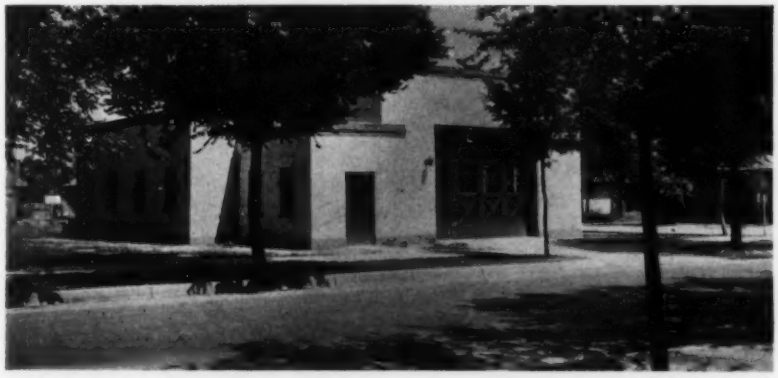
In his years of service he fought at countless fires and has met death close at hand. In 1909 while working at a fire, he had his ears badly frostbitten.

Curiously enough Chief Gilday seldom suffered any but minor injuries at a fire, although he had many narrow escapes, but twice was nearly killed en route to blazes. Only a comparatively few years ago he was hurled clear out of his car against the Masonic Temple building when his driver swerved to avoid hitting a peddler who had ignored the warning siren and tried to beat the chief's car across the intersection.

Chief John J. Gilday
(From an early photo)

On an earlier occasion he was more fortunate when his car, again to avoid an accident with another vehicle, mounted the sidewalk crashing into the window of a drugstore. He and his driver escaped with minor cuts and bruises, but their clothing was literally slashed from their bodies by jagged slivers of windshield and window glass.

Chief Gilday's fire prevention work has won him almost as much note as his prowess as a fire fighter. In 1928, 1932 and 1933 he won a trophy offered by the Fire Prevention Division of the Hudson County Safety Council, as head of the fire department whose community had the lowest fire losses in the county in those years. Three wins gave him permanent possession of the trophy.



New Fire Station for Albuquerque

The new North End fire station in Albuquerque, N. M., was opened for service on September 16, with a truck and crew of four men. Alarm system, telephones and automatic doors were placed in operation, and the kitchen and dormitory furnished for use. The city now has four fire stations in operation.

SAN DIEGO MARINE CORPS BASE HAS EFFICIENT FIRE PROTECTION

Men Given Extensive Training Before Assigned to Stations

By George H. Schreder
Staff Sergeant USMCR, Chief MCB Fire Department

THIS department is known as the Marine Corps Base Fire Department and consists of three stations. Station No. 1, at the Base; Station No. 2, at Camp Elliott; and Station No. 3, at the Rifle Range. Stations No. 2, and No. 3 are some distance from the Base and because Station No. 1 is the headquarters a drill tower has been erected adjacent to the fire house. The drill tower is also used for a hose drying tower. The plans for the tower were drawn by Pfc. E. Bullard, a fireman of the Marine Corps Base Fire Department. Incidentally, we are wondering if we are not the only military establishment having a drill tower.

The Fire Department personnel consists of Fire Marshal, Major James M. Ranck, Jr., USMC., and an Assistant Fire Marshal, 2nd Lt. John K. Little, USMCR., who is stationed at Camp Elliott. The enlisted personnel consists of Staff Sgt. George H. Schreder, USMCR, Fire Chief; three station leaders, one for each station; six crew leaders, two for each station; and of the other men, six are assigned duty as engineers, six as assistant engineers, and the remaining men, thirty-four in number, are pipemen and truckmen. A total at the present time of fifty-five enlisted men and two officers.

Motorized equipment consists of three (3) five-hundred gallon pumpers, two (2) three-hundred-fifty gallon booster trucks, one (1) utility or hose truck, one (1) three-hundred gallon water truck (four-wheel drive) and one (1) one-half ton run-about.

One of the pumpers, one booster tank truck, the utility rig and the Chief's buggy are stationed at Station No. 1. Two pumpers and the four-wheel drive are stationed at Station No. 2. One of the booster tank trucks is stationed at Station No. 3.

The four-wheel drive tank truck is soon to be equipped with a four-hundred G.P.M. pump, front mounted. This particular piece of equipment is used and will be used for the brush fire hazard. It is stationed at Station No. 2. However, should the occasion arise, it can be used as an auxiliary piece of equipment for that station. It is planned to also equip Station No. 3. with one of the brush fire trucks. More equipment has been ordered and will be put in service at the various stations under the direction of the Fire Marshal.

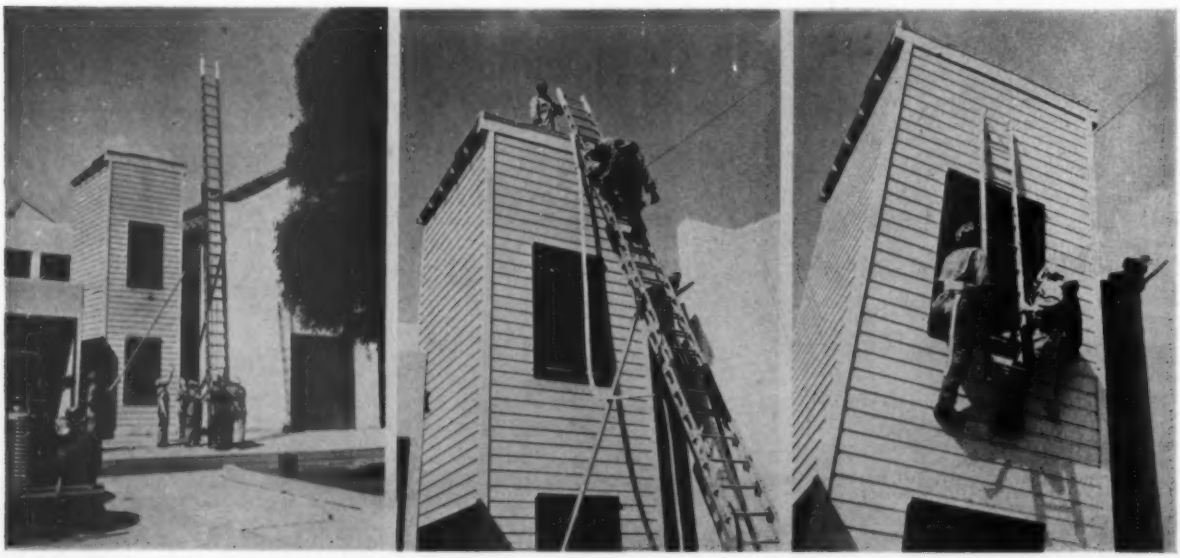
All the equipment carries a complement of hose with the exception of the Chief's buggy and the brush fire trucks. However, when the pumps are mounted on the brush fire trucks, they also will carry hose. The pumpers carry 1100′ of 2½″ hose and 200′ of 1½″ hose. The accordion load is used on all equipment; fire to hydrant on pumpers and hydrant to fire on the booster tank trucks.

A skid load consisting of a 50′ doughnut of 2½″ hose and two 100′ doughnuts of 1½″ hose is carried on the pumpers. A gated wye 2½″ x 1½″ x 1½″ is carried connected up. A ½″ tip is carried on one 1½″ line, and a fog nozzle on the other. This load has been found to be very satisfactory because of our narrow streets and long lays. Hydrant pressure being only sixty pounds, it is necessary to use the pumper at nearly all fires.

Our men are given two weeks of intensive training before being assigned to the various stations for duty as firemen. However, their training does not stop there as three hours of every day are spent reviewing evolutions learned. The crews of the two outlying stations report to the headquarters station once a week to receive advanced training.

Training of new members for the Fire Department consists of the following:

1. Rules and regulations.
2. Fire Department knots and use.
3. Hose.
   (a) Care of hose.
   (b) Loading of hose.
   (c) Various doughnut loads and roles.
   (d) Carrying hose.
      a. Charged.
      b. Uncharged.
      c. Up ladder.
      d. Various hose layouts.
4. Extinguishers.
   (a) Their use.
   (b) Construction.
   (c) Method of operation.
   (d) Types of fires to be used on.
5. Ladder.
   (a) Extension ladders.
   (b) Raising various ladders under overhead obstructions.
   (c) Bridging of ladders.
   (d) Hotel.
   (e) Theater or church raise.
   (f) Pompiering with roof ladder.
      a. One man.
      b. Two men.



Fire Evolutions Carried Out by Base Fire Department

Left: Raising and placing 40-foot extension ladder. Center: Rescue from roof of drill tower, using fireman's carry. Right: "Pompiering" with roof ladder.

Duty Crew Station No. 1

From left to right are Pfc. Winkelman, Pvt. Askren, Pfc. Diekelmann, Pvt. Downey, Corp. Lockwood (station leader), Pvt. Kehring, Staff Sgt. Schreder (Fire Chief), Pvt. Boswell (crew leader), Pvt. Schryer, Pvt. Haber, Pvt. Noal, Pvt. Ekes and Pvt. Schrake.

6. Use of salvage covers.
   (a) Methods of folding and carrying.
   (b) Methods of covering.
   (c) Other uses of salvage covers.
      a. Stretcher.
      b. Catch all.
      c. Taking suction from broken hydrant with use of cover.
7. Rescue Evolutions.
   (a) Carrying injured persons from second story windows and from roofs.
   (b) Use of various knots.
   (c) Some first-aid is taught, especially Artificial Resuscitation.
8. Small tools operations.
   (a) Use of small tools.
   (b) Forceful entry.
   (c) Hoisting of small tools.
   (d) Care of small tools.
9. Advanced training consists of:
   (a) Various hose layouts.
   (b) Ventilation.
   (c) Electricity in fire service.
   (d) Study of fire streams.

Engineers and assistant engineers are given special training to prepare them for their jobs. In addition to this all men are given intensive training in fire prevention work. Inspections are carried on continuously and all buildings are inspected at least twice a month. Hydrants are also flushed and checked once a month. Men are trained to instantly recognize fire hazards of all types. Buildings as the Base Prison, Theater and the Recreation Center are inspected every week. Regular inspection forms are used by the inspectors. When a hazardous condition is found an inspection blank is filled out in duplicate, one copy being given to the party responsible for the condition, the other is filed at the Fire Department Headquarters. Two days are allowed for the correction of the hazard. When the inspector returns, if the condition has not been corrected, the Fire Marshal is immediately notified. The Fire Department has adopted a motto, "Prevent Fires."

Textbooks from the Oklahoma A and M College, University of Maryland and the "Fire Chief's Handbook" are used. The training of engineers and assistant engineers has been made easy by the use of the book, "Fire Service Hydraulics," written by Fred Shepperd. Other material used is the full drill and evolutions of the Chicago Fire Department, which was sent to us along with the additional training literature by our good friend Mr. H. H. Wolff of the drill school of that department.

A great deal of help was also given us by Mr. R. E. Andrews, Assistant Chief Engineer, National Board of Fire Underwriters, and Mr. J. H. Colton, Engineer Board of Fire Underwriters of the Pacific. Mr. J. Burr Taylor of the Western Actuarial Bureau in Chicago, contributed much to help us in the form of inspection blanks in use in the various parts of the country and a large amount of fire prevention literature.

A very friendly feeling has been established between our Department and the San Diego Fire Department. This Department under the direction of Chief Parrish, recently conducted a school for the training of firemen from the local military establishments. This school was attended by the Fire Marshal, 2nd Lt. Scully of the Damage Control Office, the Fire Chief of this Base and also six men of the Marine Corps Base Fire Department. Most of the evolutions shown were already in practice in our Department. However, many methods learned at the school have been tried and adopted by this Department. Because of the Fire Chief's former connections where the Chicago drills and evolutions were in practice, some of them are used here.

We have also received a great deal of help from the personnel of the San Diego Fire Department Repair Shop, particularly from Chief Mechanic Woods, who has never seemed too busy to answer our multitude of questions. Our firemen are urged to visit the various stations where they may be able to better their knowledge of fire fighting. All of the men who have done this have been very courteously received. Our firemen are keenly interested in all phases of fire fighting and fire prevention.

Some of the outstanding members of the department are Corp. Harry E. Lockwood, station leader, Station No. 1; Pfc. Ed Bullard, station leader, Station No. 2; Pfc. J. A. Bath, station leader, Station No. 3; Pfc. A. Winkleman, instructor at the training tower; and Pfc. A. Diekelmann, who is the department mechanic and is responsible for the manufacture and mounting of our small tools. Pfc. Diekelmann has also made a number of salvage covers (15 in all), from used tent flies, which have been grommeted, water-proofed and fire-proofed, all the work being done here on the Base.

The Fire Chief, Pfc. Winkleman and Pvt. Allen are the only members of this department who have had previous training as firemen. Pfc. Winkleman is a former member of the Western Springs, Cook County, Illinois, Fire Department, as is also the Fire Chief, Staff Sgt. George H. Schreder. Pvt. Allen is a former member of the Salt Lake City Fire Department. Chief Schreder was a drill instructor at the Western Springs Fire Department with the rank of Lieutenant. He also assisted in drilling members of the West Suburban Firemen's Association. Chief Schreder was called to active duty with the Marine Corps on November 11, 1940. He qualified as an expert machine gunner in a machine gun company before being transferred to the Base Fire Department in January, 1941, and under the direction of the Fire Marshal organized and trained the present department.

Personnel for the department is made up of picked men chosen by the Fire Chief. Because we realize that there is as much difference between a man with a hose and a trained fireman as there is between a man with a gun and a trained soldier, we planned and are carrying out a very intensive training program. The task has been made easy because our firemen come to us with what every fire department anywhere must have—discipline! We realize our shortcomings and consider ourselves a first alarm company only. It is a direct order of the Fire Marshal that the second our 1½" line is laid, outside aid must be summoned. This procedure is in effect at all stations. However, we are training ourselves so that should the day come when that outside aid may not be available, we will be able to do a creditable job.

Tax Levy Demanded for Pension Fund

Notice has been served on the members of the Grinnell, Iowa, City Council by the attorneys acting for Chief Harry E. Case, that the Fire Chief will file in the district court on November 23 a petition for a mandamus action to force the council to establish a tax levy for a disabled and retired firemen's and policemen's pension fund in accordance with state law.

Fire Apparatus Crash Injures Three

Three firemen were hurt at Ottumwa, Iowa, when the fire truck on which they were riding to a fire went out of control on the wet pavement and crashed into three automobiles and a truck. The fire truck was thrown sideways for some distance, the rear end striking parked cars. It then swerved into a beer truck pushing the truck against another car. Damage was done to all vehicles.

The rear of the fire truck was damaged extensively as were several ladders and other pieces of fire-fighting equipment.

STEAMSHIP PIER AND CARS DESTROYED AT NEW LONDON FIRE

Navy and Coast Guard Tugs Assist in Checking Blaze

By William C. Peck

THE New England Steamship Company pier, located on the waterfront at New London, Conn., was totally destroyed by a raging fire that was believed to have been caused by carelessness. A 70-foot freighter and eight freight cars were also destroyed. Damage was estimated by officials at $171,000.

A telephone alarm was received by fire headquarters at 3.31 P.M. and when firemen arrived in response to this alarm they found the entire south end of the work boat from the Electric Boat Company.

While these boats carried out the fight from the water, firemen from shore were gradually working their way out on the pier. Suddenly about 200 feet of the pier collapsed sending freight cars and large sections of the pier into the water.

Little by little the firemen worked their way out the wharf and after a hard four-hour battle the fire was finally declared under control, the recall being sounded at 7:08 P. M. One pumper and

General View of Blaze Showing Eastern Side of Pier

600 foot wharf in flames. A box alarm was immediately sounded which was followed by a second alarm, bringing every piece of apparatus but one in the city to the scene.

By the time the second alarm assignments had arrived the entire wharf was a roaring mass of flames. Pumpers took up positions on nearby docks and firemen soon had lines in action, concentrating their attention on the north end of the pier. Meanwhile the freighter Virginia which was tied alongside the wharf was in flames and broke away. This drifted against the dock owned by the lighthouse service. The fire started here was quickly extinguished by the crew of the lighthouse steamer Hawthorne. A Navy tug finally put a line aboard and towed the burning boat out into the harbor where the flames were finally put out.

The Submarine Base sent its big Navy tug Allaquippa to the scene. The fire department supplemented the tug's equipment with a large deluge set, and soon five large streams were being directed on the flames from the boat. Assistance was also offered by the lighthouse steamer Hawthorne, several patrol boats from the Coast Guard base and a ladder company remained at the scene all night overhauling and wetting down the ruins.

An ambulance from the Lawrence and Memorial hospitals was dispatched to the scene, and during the course of the blaze 23 firemen were treated for injuries. The most seriously injured was Deputy Chief Calvin N. Edmonds who received a deep cut on his left hand caused by a falling timber.

An estimated crowd of 8000 persons witnessed the spectacular fire. Local and state police were aided, in keeping the crowd in check, by soldiers and sailors who were stationed nearby.

This was the second all-destroying fire at the wharf. On February 8, 1909, the wharf was destroyed and rebuilt, but at present no plans have been made for rebuilding the pier.

The pier was being used by the New York, New Haven & Hartford railroad as a storage space for railroad cars pending unloading. Five cars filled with coal were totally destroyed as were two work cars, and one loaded with window frames.

Five engine companies and two ladder companies operated at the fire and firemen were under the direction of Fire Chief Thomas H. Shipman and Deputy Chief Calvin N. Edmonds.

Schools Found Hazardous

Thirteen public school buildings in Connecticut, housing 2,149 children, were found to be "a serious fire hazard, probably not suited to real improvement," following a state-wide inspection by the Connecticut State Department of Education.

Seven buildings, housing 307 pupils, should be abandoned outright, the inspectors recommended. The buildings were among 222 schools 50 years old and over which were inspected in 85 towns for fire, accident and sanitary hazards.

The survey was supervised by John E. Nichols, Supervisor of School Buildings and Plans for the Department. The report outlined criticisms of various school buildings 50 years old and over and of two-story wooden frame buildings, regardless of age, such as poor sanitation, accident hazards, poor fire protection, poor design and construction, poor exit facilities and improper wiring.

Among the findings of the survey, the Department reported, were these:

Twenty-one buildings, housing 1,652 children, were regarded by inspectors as unfit for use in their present condition and in need of major repairs.

One hundred and thirteen schools were found to have inadequate or defective fire alarm systems, many of them not conforming to existing state laws. One hundred and thirty-four buildings examined contained serious falling or stumbling hazards.

One hundred and twenty-six buildings had low resistance to the spread of fire and gases. Fifty-two buildings still have in-opening doors despite long-standing laws prohibiting them. The 222 buildings inspected house about 44,487 children. There are approximately 1,000 public school buildings in the state. Semi-private schools were not included in the survey.

Supervisor Nichols, in his report, said that although some education boards were not informed or were apathetic relative to the physical aspects of the buildings in their care, many boards were aware of unsatisfactory conditions but were hampered by budgetary limitations in any effort to correct them.

THOMAS F. MAGNER.

State Cannot Interfere With Pension Program

The Nebraska Supreme Court has upheld the right of the City of Omaha to handle all pensions for firemen and policemen under the provisions of its home rule charter without interference from the State. The court held that as the State Legislature had never, by law enactment, indicated that firemen's pensions are matters exclusively of State-wide concern, the District Court ererd in prohibiting the city from submitting to the voters a drastic downward revision of pensions now being paid. A State law requires cities of the first class to pension firemen, but in 1923, Lincoln was exempted. A lawsuit challenging validity of this amendment is pending.

BOSTON FIRE DEPARTMENT HAS SAFE DRIVING CONTEST

Tests Conducted Under Supervision of Ford Motor Company Show Public the Ability of Department Drivers

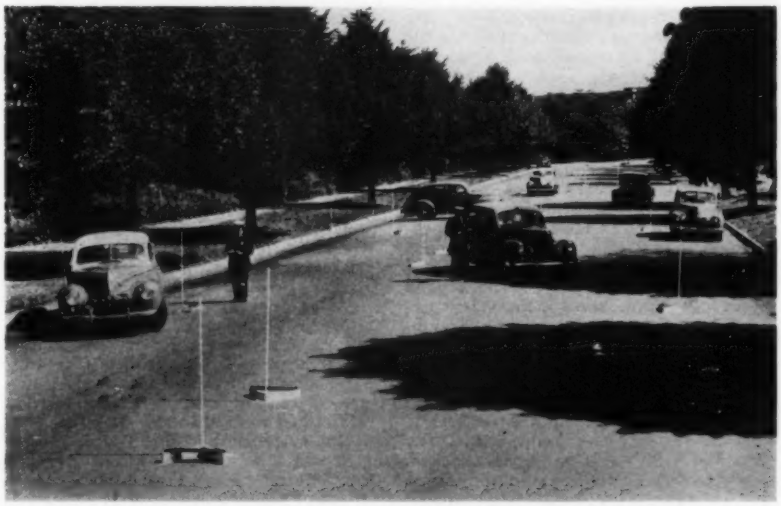
By Wm. Arthur Reilly
Fire Commissioner, Boston, Mass.

ON August 4th and 5th, the Boston Fire Department conducted a safe driving contest among its chauffeurs. Each driver was rated in accordance with the test supervised by the Ford Motor Company. Judges were Messrs. P. J. Karch of the Registry of Motor Vehicles; Melvin B. Clifford, A.A.A. Contest Board, Brockton, Mass., and J. C. Ankeny of the Ford Motor Company.

Owen J. Coyne was given the highest rating with Aides to the Chief of Department Francis J. Scott and Thomas F. Kilduff placing second and third respectively.

This contest was designed to give the public information that the Boston Fire Department exercises extreme care and caution in handling its motor vehicles and for evidence that in the event of accident the Fire Department drivers are qualified even beyond the ordinary demands of the Registry of Motor Vehicles for the handling of emergency cars.

An additional value of this contest is in the psychological effect it has on the chauffeurs themselves. Chauffeurs whose cars are in frequent accidents and who were at the bottom of the list in the driving contest can be relieved from chauffeur duties with justification.



Set-Up for Safe Driving Contest at Boston

Workmen Narrowly Escape Death

Four employes of the Hager Sash and Door company, 1219 Cedar Street, Berkeley, Calif., narrowly escaped death recently when they continued at work in the building, unaware that it was afire.

They escaped into the street seconds before rafters and shelves holding heavy machinery caved in.

The blaze, fanned by a high wind, swept through the plant and several hot houses, sheds and a double garage adjoining the shop. Fireman Virgil Herbertson suffered a broken leg in the extra-alarm fire which did $30,000 damage.

BOB GREENOCK.

Headlough Heads Up Fire Protection at Ordnance Plant

A. L. Headlough, former Captain in the Akron, Ohio, Fire Department, has been appointed Fire Chief at the War Department's Plum Brook Ordnance Works in Sandusky, Ohio.

Chief Headlough retired from the Akron, Ohio, Fire Department with the rank of Captain. He topped the list five times in the same number of years and stood at the top of the list for appointment as Assistant Fire Chief when he retired. He served as an instructor at the University of Maryland Fire School and the West Virginia University Fire College. As Manager of the Fire Prevention Committee of the Akron Chamber of Commerce, he conducted a fire prevention show at the Akron Stadium in 1939 before 22,000 people.

Chief Headlough's assistant is G. B. Reinke, former Captain and Fire School Instructor of the Akron Fire Department.

In the Fire Department are eleven college graduates. The remainder of members are high school graduates. Each member is compelled to take a standard first aid course.

The department renders continuous fire protection with three shifts a day, seven days a week. The equipment consists of three fire trucks and two service cars for inspecting and installing equipment.

Callahan to Take Defense Post

Chief H. J. Callahan of the Fort Dodge, Ia., Fire Department, submitted his resignation to the City Council to accept an appointment as Fire Prevention Engineer for United States Army properties in the Seventh Corps Area of nine states.

Chief Callahan's resignation is effective November 1. He will take up his new duties on that date. Working out of Seventh Corps headquarters in Omaha, Neb., he will visit army posts in the nine states of the area. His assignment will be to supervise the fire departments of the posts, inspecting equipment and training personnel.

Chief Callahan joined the fire department in 1913, leaving it when he entered the army for two years' service. He returned to the fire department after the war for six months and then resigned to join the Burroughs Adding Machine Company. He came back to the department again in 1922, and has remained there since. He was promoted to a captaincy in 1923 and to the position of chief in 1925.

The chief began instructing his men in scientific fire-fighting methods, building the first fire department drill tower in the state. He set up a rigid inspection system, and worked constantly to educate the public in fire prevention methods. He urged successive city councils to get rid of old and worn out equipment until today the department has only one piece of the apparatus it had when he became chief. Firemen were trained not only in fire-fighting but in first aid and life-saving methods and property salvage.

Chief Callahan has served as a member of the faculty of the fire school at Iowa State College. He is Chairman of the State Advisory Committee on Firemen's Training and is one of the directors of the state and district schools. He has served on the faculties of similar schools in Wisconsin, Kansas and Nebraska. He was an organizer and first President of the Iowa Fire Chiefs Club.

Auxiliary Companies Being Formed

The Columbus, Ohio, fire department is organizing ten supplementary engine companies which may be pressed into service in an emergency. Off-duty personnel is to be called for duty when an emergency arises, and old equipment is being overhauled for duty.

PREPARING THE FIRE SERVICE FOR WAR-TIME ACTIVITY

Well Trained Auxiliary Corps Vital to Strong Civil Defense

By Stephen C. Garrity*

A FIREMAN is much like the present day recruit. He has nothing to do, in the opinion of the public, and he has plenty of time to do it in. Yet fat firemen are a rarity.

If we do have a war, we are going to have a difficult time convincing the people that we have a few chores to perform, even though this is a fireman's war.

Fire bombs and incendiaries are the chief weapons of aerial offense. Airplanes can be sent up to chase the attacking planes away and anti-aircraft guns can be employed to knock the invading planes down. But it is the fireman who is called upon to gallop forth through a maelstrom of fragmented buildings and falling bombs to put out the fires.

The public is in air raid shelters and newspaper space is cut to the bone by scarcities, and there is no room for narrating the heroic deeds of the firemen.

When the air raid is over and the people come out of the shelters and see exhausted firemen lying on the ground asleep or wounded, they'll probably make some comment about, "Those lazy firemen are still sleeping."

So we might as well make up our minds that we aren't going to be heroes if America is invaded. The air force will be featured in the news and movie thrillers; the army and navy will collect the medals; meanwhile, the firemen will win a lot of hard work.

Twice a week, in many American communities today, volunteer fire brigades assemble at their local fire stations to be taught how to assist their regular firemen in the event of war.

Another remarkable fact lies in the eagerness and readiness with which the regular firemen have undertaken the task of teaching these young men how to be firemen. In many lines of business, and in numerous professions, this same generous attitude would be wholly impossible, for the apprentice is not wanted for fear he will steal the craftsman's trade.

We must have these volunteers. The experience of the London fire brigade, with casualties exceeding normal personnel strength, has already proven that. At the same time, the conditions existing in England have also revealed that experienced veteran fire fighters are needed to direct the activities of the reserves.

Through the outstanding cooperation of the firemen of the state, and the Massachusetts Committee on Public Safety, an excellent auxiliary fire service is being developed here. Experts have been employed to instruct the volunteers in handling bombs and incendiaries and the local fire chiefs are devoting their time to teaching proper fire fighting technique.

During the emergency of 1936, when floods ravaged the state, is was found that state-wide coordination was necessary to handle large-scale disaster problems. Local equipment was inadequate. Through the excellent cooperation of the various fire departments in Massachusetts, the Fire Marshal's office was able to make a complete inventory of fire fighting and rescue equipment. That file has been kept up to date and, now, with the new emergency looming over the horizon , we have the satisfaction of knowing that we are a bit ahead of the game.

Since the start of the European war, Massachusetts has made a survey of all petroleum tank trucks in the state. A similar index has been made of air compressors to be used for the original purposes for which they were designed, and also for the sounding of air raid alarms in the event municipal electric supply fails. Tests have shown that air compressors can develop sufficient power to give off the maximum noise from the type of siren employed for raid alarms.

A special map has been designed by members of the Fire Marshal's staff to spot the many petroleum storage plants. This survey has revealed the necessity of camouflage if this nation is attacked. Though these plants appear to be highly vulnerable, they are not, mainly because of the tremendous defensive armament of the harbor defenses of Boston.

Another very important survey that was made by my office, in cooperation with the Massachusetts State Police, was the investigation of dynamite and explosives stored in the State. This probe revealed that of the 592 magazines used for the storage of high explosives, only 200 were maintained in full compliance with the law.

Today, information pertaining to the storage of explosives is brought to the attention of every local fire service. This same information has been placed in the files of the Massachusetts Committee on Public Safety.

In fact, all of this data has been turned over to the committee for their information and guidance in case of an emergency.

Sabotage will be based mainly on destruction by fire. The devices used will be more complicated than those employed by the criminal or maniacal arsonist; but our record of convictions in Massuchusetts during the past gives us confidence that the saboteur will not escape detection.

Through the efforts of the state detectives assigned to the Fire Marshal's office, and the brilliant work of the laboratory experts of the department, 134 persons accused of arson of the total of 146 arrests were convicted. In 1939 there were 75 persons found guilty including cases pending from previous years, and 72 arrests. The average maintained during the past ten years has been well over eighty per cent convictions.

There is one serious problem which the fire service must not overlook. That is the number of persons who perish in domestic fires. Although we must concentrate most of our educational programs on home defense, this vital angle cannot be ignored.

During the first six months of this year, no less than 61 persons lost their lives in fires in Massachusetts. The total for last year was 84, and the year before, 74.

Fire prevention must be regarded as a daily chore for every householder. A good housekeeper seldom perishes in a home fire. But a cluttered cellar or attic, or the careless disposal of waste is an invitation to death.

If it eventually appears that the United States is destined to attack from enemy air forces, weekly inspections of homes should be made by firemen in every city and town to ensure against the possibility that a negligent housekeeper has stored the kindlings of a city-wide holocaust in her attic or cellar.

I would like to offer a suggestion which I hope will be brought to the attention of the thousands of municipalities that you represent. Many cities and towns have formed volunteer fire and police organizations. But many of those volunteers lack the physical qualities so necessary to carry on during the exciting hours of a disaster.

The Congress of the United States recently set an age limit for selective service. Men of twenty-eight and over are exempt and selectees of that age will soon be on their way home. I suggest that an age limit of 35 years be established for the working personnel of voluntary police and fire forces.

It will take more than twice weekly training and drilling to build an esprit de corp and firm morale. But America has done it before. The volunteer fire departments of a few decades ago were manned by some of the finest and most stalwart citizens of our communities. It can be done again. We need well-balanced hard-muscled men for the task that lies ahead.

Once more the firemen of America are answering an alarm, a general alarm of preparation, for the biggest job that the people of the United States have ever tackled.

Twice, America has been invaded—both times we were unprepared. Properly prepared we will repulse any combination of enemies if we believe in what we are fighting for—our homes, our families, our religion, and our freedom.

*Fire Marshal, State of Massachusetts. Abstract of address delivered before Sixty-Ninth Annual Conference of the International Association of Fire Chiefs, Boston, Mass., August 21, 1941.

Fire Chiefs Plan Questionnaire to Aid in Fire Defense

To expedite the fire prevention and fire fighting program in industrial plants working on national defense orders, the Milwaukee County Fire Chiefs' Association has set up a committee to prepare a questionnaire to obtain helpful information. Plans include an inspection of plants, with recommendations, as well as demonstrating modern methods of handling fires involving explosions, sabotage, incendiarism and the like.

ABANDONED LUMBER MILL RAZED BY HOT PITTSBURGH FIRE

Structure Fully Involved by Fire Upon Arrival of Firemen

By William E. Patterson

A SPECTACULAR quick burning daylight fire of almost Vesuvian proportions completely destroyed the abandoned sixty-six year old three-story brick planing mill and warehouse of the Diebold Lumber and Manufacturing Company, located on Wabash Avenue at Plank Street in the West End section of Pittsburgh, Pa., on Thursday, September 25th, and threatened to destroy a number of dwelling houses across the street before it was brought under control by twelve fire companies called on four alarms which were sounded in quick succession.

When Engines 10, 39, 19 and Truck 39 answering the first alarm arrived on the scene in command of Battalion Chief William R. Lynch of the Fourth Battalion, the entire building was involved with the flames already through the roof, so quickly did the fire spread. Chief Lynch lost no time in sending for additional help.

Apparently started by sparks from an acetylene torch being used by workmen to dismantle wood working machinery on the first floor of the old structure, the fire at its height shot hundreds of feet into the air, while a strong wind showered the entire neighborhood with sparks and burning embers and carried heavy clouds of dense black smoke into the heavens which were visible for miles in every direction.

Scores of persons were forced to flee as their homes began to smoke and blister from the intense heat. Fire Chief Phelan, with his rubber fire coat smoking from the intense heat, and a couple of his men directed a stream on the smoking dwellings and after a hard fight succeeded in saving them from any extensive damage.

Shortly after the fire started, telephone and light services were disrupted when falling walls crashed to the street, tearing down and cutting through utility wires.

Low water pressure in the fire zone became so bad before complete control of the fire was established that firemen were forced to resort to the rural volunteer fire-fighting procedure of pumping from the nearest stream, which happened to be the sluggish Saw Mill Run which runs in the rear of the burned building. Engine No. 60, a 750 gallon American La France pumper was placed on a bridge crossing the stream, and with two ten-foot suctions coupled together, succeeded in getting only one poor stream.

During the progress of the fire, Chief Phelan had to dispatch a Fire Company to the top of Coal Hill to control several small brush fires started by burning embers and sparks carried by the strong wind.

A force of sixty-three firemen answered the four alarms, with one 1250-gallon, three 1000-gallon and six 750-gallon pumpers, one turrett wagon and one city service truck, with Chief of Department, Nicholas A. Phelan, and Deputy Chief, Charles J. McDermott, answering the second alarms.

Eleven pumper streams and two booster tank streams were used in extinguishing the fire, with 6,950 feet of 2½-inch hose, 250 feet of 1-inch lead line hose and 200-feet of booster line hose in service.

The Diebold Lumber and Manufacturing Company, was in the process of moving to a new location. Only about 30,000 board feet of lumber, valued at $3,000 and about $1,800 worth of machinery remained on the premises when the fire broke out.

The duration of the fire was 8-hours and 47-minutes. A detail of firemen were on duty at the ruins for two days following the fire to guard against any flare-up of the smouldering ruins.

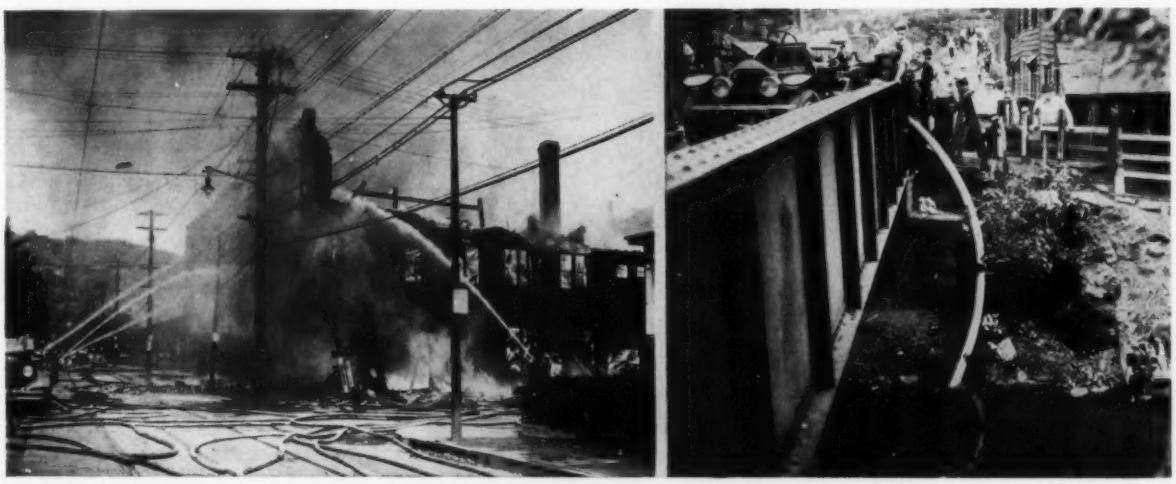
Photo by Bill Herries

"Cappy" Aids in Recruiting Volunteers

Here's "Cappy," famous mascot of Engine Co. No. 65, New York City, "calling all men," with her loud bark, for service in New York's Auxiliary Fire Corps.

Fire Defense Committee Appointed

Director of Public Safety Harry D. McBride, head of the Civilian Defense Program in St. Louis, Mo., has appointed a sixteen-man advisory committee to perfect the fire fighting protection against sabotage, etc. The group is to collect data on the city's fire fighting facilities, making recommendations for their improvement and extension, and also lay the groundwork for the organization of a volunteer fire fighting system of about 5,000 members.



Twelve Companies Needed to Extinguish This Blaze

Left: View of the Lumber Mill Fire after the Walls Had Partly Fallen. Right: No. 60 Pumper Drafting Water From Saw Mill Run

What Preparation for Civil Defense?—Part IV

A Symposium

BELOW is a continuation of the discussion on civil defense preparation, Part III of which was published in the October isue of this journal. The group includes cities throughout the country and of varying sizes.

Cambridge, Mass.
Herman E. Guthelm, Chief

We have had a civil defense committee since June, 1940. We have an auxiliary fire force of 140 men and expect to have many more. We also have an A. R. P. force of about 100. Both forces are very active and on the job.

The Fire Chief is head of the Committee on Public Property and Fire Prevention. He also is adviser to the Committee on Industrial Defense of the Chamber of Commerce.

I would suggest that money be appropriated by the national government to buy fire equipment for our own defense, which to mind is much more important than sending it to Russia. Mayor LaGuardia should get some action as he has promised.

Daytona Beach, Fla.
B. B. Hart, Chief

We have a defense unit formed and verything is being done as rapidly as possible without forming any bottlenecks.

So far extra and reliable watchmen are on duty at all important points, such as the water works, power plant, communication centers, etc.

I think our program is working very satisfactorily. We expect to have all units working smoothly very soon.

Everett, Mass.
James J. Evans, Chief

The local unit which was established by General E. L. Sweetser, who was appointed by the Governor of the Commonwealth, has just completed the course given by the Commonwealth. Eighteen citizens of this city attended the course. They in turn will instruct all World War veterans in civilian defense work. The city has been divided into fifteen districts and observation towers and auxiliary fire stations have been spotted.

The Chief of the Fire Department has been appointed Chief Air Raid Warden.

At the present time the program is proceeding very satisfactorily.

Danbury, Conn.
John H. McNamara, Chief

The defense committee of Danbury is working as a sub-committee of the State Police and Fire Defense Plan. It is now under the jurisdiction of the State Civilian Defense Council of which Governor Robert A. Hurley is Chairman and Colonel Samuel H. Fisher is Administrator.

Many things have been started. Additional fire and police emergency forces have been organized. Needed water supplies for fires outside city limits have been established. City fire equipment has been improved. Fire protection forces have been organized in factories. As far as we possibly can, we have tried to cover all points of weakness that are discovered.

Mr. George Howell, a retired professional man heads up the local unit. He has many years of military experience as a commissioned officer; also considerable experience in several major catastrophies. He was appointed by the Mayor of Danbury for the city, by the Board of Selectmen for the Town of Danbury and also by the local Chamber of Commerce.

The Fire Chief is a member of the Danbury Defense Committee.

Our program seems to be working very satisfactorily.

Burlington, Ia.
R. P. Collatt, Chief

We have not as yet formed a defense unit. We have added new apparatus and have appointed men. Due to the fact that our city is located so far inland, we are more or less marking time and waiting for further developments.

Yakima, Wash.
Ray H. Hare, Chief

The State Defense Council and the State Emergency Defense Commission are cooperating throughout the state with the fire and police departments and other law enforcement agencies. Civilian auxiliary units are being organized to augment the fire department. Certain employees in industrial plants are being given instruction.

W. W. Straton, Ex-Mayor of Yakima, is the District Commissioner of the Emergency Defense Commission.

State of Washington
W. A. Groce, Secretary
Washington Association of Fire Chiefs

Governor Arthur B. Langlie by authority invested in him by the 1941 Legislature has set up a State Defense Council and a State Emergency Defense Commission. The latter commission deals with things after the fact, and the former with those things before the fact. Therefore, the fire service has been tied up with both groups.

The state has been divided into ten districts with a district commissioner over each district. These commissioners are for the most part ex-service men, Spanish-American War veterans, Veterans of Foreign Wars, or members of the American Legion. The fire chiefs were requested to select one of their group to represent the fire service as chief has been named as supervisor over a liaison officer in this Emergency Defense Commission, and it was I who was selected for this post.

The state has been divided in the same ten districts used by the Commission for fire defense measures and a fire chief has ben named as supervisor over each of the ten districts. This district fire chief supervisor appoints his own key man in each county coming under his jurisdiction, and where conditions warrant such action, in a given county, appoints more than one sub-supervisor. District supervisors for the State of Washington include the following: District No. 1, Chief William Fitzgerald, Seattle; District No. 2, Chief Charles A. Blunt, Everett; District No. 3, Chief E. N. Whitaker, Tacoma; District No. 4, Chief H. W. Bryson, Wenatchee; District No. 5, Chief Ray H. Hare, Yakima; District No. 6, Chief C. A. Wolverton, Port Angeles; District No. 7, Chief A. L. Crump, Kelso; District No. 8, Chief L. L. Burgunder, Colfax; District No. 9, W. P. Payne, Spokane; District No. 10, Chief E. C. Kuehner, Chehalis.

A complete inventory has been taken of all fire fighting facilities in the state so far as municipality, county and district fire departments are concerned, and at this time an inventory is being made of all possible equipment including privately owned pumping units, etc., with notations as to what would be necessary to convert such to fire fighting service to be used in conjunction with city equipment of any sort.

In several cities the program has advanced considerably more than in others. We have in Washington 207 municipalities, and it is desired to have all of them work along the same line of thought. A conference was held on July 9th of all district fire chief supervisors for the purpose of ironing out a few of the wrinkles.

The principal reason for getting a tie-up with the State Defense Council is that the Emergency Commission pays no attention to the prevention of fire and we deem this a most necessary part of the general program.

Each district supervisor is being supplied with a complete inventory of all fire fighting facilities, including pumping capacity of each unit that is located within his district. Likewise each fire chief, no matter where he is located, will

in turn be given an inventory of equipment located a reasonable distance from his city.

Intensive inspection of industries and other important properties is a part of the general program.

All persons who have had fire department training, whether retired firemen or otherwise, are being catalogued for future reference.

Elizabeth, N. J.

William H. Kenah, Chief

A Mayor's Security Committee has been organized in Elizabeth. It is composed of the Police Corps, the Fire Corps, the Engineering and Utility Corps, the Medical Corps, the Transportation and Communication Corps, the Educational Corps, and the Red Cross Disaster and Relief Corps.

The local unit is made up of the Mayor, department heads, utility heads and civilians. The Fire Chief and one of the commissioners are members of the unit.

The program is progressing very satisfactorily. Public emergency alarms (air whistles) have been installed at various points throughout the city. No outside power will be required to operate the whistles, the power of which will be centrally located.

Our auxiliary corps of 200 men will be fitted with rubber boots, coats, hats and badges.

Two reserve pumping engines and one reserve aerial fire truck will be placed in service when necessity warrants it.

Additional 2½-inch and 1½-inch fire hose with the necessary adaptors, nozzles, etc., will be purchased.

Additional all service gas masks including a stock supply of fresh cannisters will be provided.

Portable pumps for emergency use and miscellaneous fire tools will also be provided.

A card index listing demolition men, the availability of their equipment for demolition, the source of explosives, will be kept at headquarters, and a thorough procedure established for the securing of this material without delay in the event of an emergency.

San Diego, Calif.

J. E. Parrish, Chief

We have adopted an emergency disaster plan ordinance providing for fire protection, police protection, public health, first aid, emergency housing, emergency water supply, subsistence for refugees, fire alarm extension to include army, navy and marine corps cantonments, stations, etc., drilling and training of service men in fire fighting, defense workers' classes in fire fighting and sabotage detection, the training of women's units in fire fighting. Communications system, including fire alarm, police signals, two-way radio, are being extended and improved.

The local unit is headed by our Mayor, Mr. P. J. Banbough.

Money is needed for additional equipment. Cisterns for reserve water supply and more water mains and hydrants to take care of the enermous increase in population caused by aircraft and shipbuilding defense industries are necessary. We need more apparatus and fire fighting equipment, as well as more fire stations and firemen for emergency fire protection.

Camden, Ark.

J. H. Smedley, Chief

In the line of civil defense we have replaced old ladders, bought new fire hose and a new 500-gallon rotary pumper. Two other trucks are being repaired and put in first-class condition. Our Gamewell fire alarm system is also being checked. All fire mains are being cleaned and being extended to outlying points where they are needed. Fire plugs are being overhauled and painted so that they will be easy to see at night.

Our City Manager, Mr. John Fitzgerald, is cooperating in this work with the Fire Chief.

Easton, Pa.

Otto William Johnson, Chief

We in the fire service in Easton did not wait for the civilians to get organized, but went ahead with our own program, starting last February 4. We contacted the fire officers in sixteen surrounding towns and invited them to attend a fire school conducted in our Central Fire Station. Where the officers couldn't attend they delegated someone who had some teaching ability to take the course. They, in turn, taught the members of their respective departments after the completion of the course. Officers and members from the following departments took the course: Nazareth, Wilson Borough, Avona Heights, Riegelsville, Pen Argyl, Bangor, Roseto, Stockertown, Wind Gap, East Bangor, West Easton and Bethlehem. Four New Jersey departments, namely, Stewartsville, Phillipsburg, Washington and Alpha also took the course.

Eighty-seven men started the course and eighty-six completed it. The lone member dropped out because of changing his job. The State requires fifty-four hours of instruction for the course on "Fundamentals of Fire Fighting" which we taught, but because of the large class it took us sixty-seven hours to get the instruction across. As the result of the school, we can get trained men from any or all of these towns in case of a large fire or conflagration.

Our department is up to full strength with thirty-two privates, two captains and one chief. Our apparatus consists of four pumpers, two of 600 gallon capacity and two of 750 gallon capacity; one combination hose and chemical wagon; one city service truck and one emergency truck. We have placed an order with the American-LaFrance Company for a 750-gallon pumper. In case of an emergency through our mutual aid agreement, we can get nine pumpers of 500-gallon capacity, two pumpers of 600-gallon capacity, seven pumpers of 750-gallon capacity, one pumper of 1,000-gallon capacity, three hose trucks, two emergency trucks and one city service truck. This apparatus can be assembled within thirty minutes, in addition to about two hundred trained men.

I attended the Chemical Warfare School at Edgewood Arsenal and the Pennsylvania State Firemen's School at State College in 1939 and 1940. One of our men took the inspector's course at State College this year and we plan to add that to our curriculum.

Buffalo, N. Y.

W. R. Castimore, Fire Commissioner

Heads of divisions have been appointed and ground work is being laid for the actual defense activities of this city.

The Commissioner of Fire is Director of Fire Defense. In addition to the above, he is a member of the Erie and Niagara Counties Defense Council which is very active.

(*Continued on page* 644)

Boston Sparks Booth at I. A. F. C. Conference

The Boston Sparks Association had a booth at the I. A. F. C. Conference in Boston and furnished information on Boston, including fire alarms received by the Boston Fire Department. Standing, left to right, are Donald T. Pring, Arthur E. Bunell and Laurence M. Ford. Seated is Timothy G. Stiliman.

THE ROUND TABLE

For Practical Discussion of Current Fire Department and Fire Management Problems

PROTECTION OF FIRE APPARATUS IN STORMY WEATHER

WITH the winter season not far off, the question of protecting fire apparatus at fires against snow, sleet and heavy rains is an important one. In this discussion are incorporated the practices employed by a number of Chiefs in cities where weather conditions are severe.

The problem in full appears in the box on this page, while in the box on the following page is the problem that will be discussed in the following issue.

HERE IS THE PROBLEM

1. What methods do you employ for protecting fire apparatus at fires against

a. Heavy rain?

b. Spray, snow or sleet during winter, when ice might form on apparatus?

2. Have your methods proven satisfactory?

Discussion of the Question

Joseph W. Morgan, Chief, St. Louis, Mo.: Our hook and ladder trucks are equipped with tarpaulins which cover hood, windshield and driver's seat. These covers have proven very beneficial.

Some of our pumpers are equipped with tarpaulins fitted to cover the hose bed. These covers are rolled forward in fair weather. In the event of rain, snow or sleet the cover is pulled back over the hose. When responding to an alarm, the hose can be led off from under the tarpaulin, which keeps the remaining hose dry.

Nicholas A. Phelan, Chief, Pittsburgh, Pa.: On ladder trucks covers made to fit the seats and life nets are used. The rope reels are placed in the basket of the truck and covered.

On hose wagons and pumping engines, covers are used for the hose. The same methods are employed during the winter. These covers are made of the good parts of condemned salvage covers.

Michael T. Keena, Chief, Hartford, Conn.: Canvas tarpaulins are used to cover hose and equipment. A blanket is put over the motors.

We have had very little trouble from snow or sleet storms in the past few years. In the event that the extension ladder or water tower is frozen up, we use a steam hose to defrost it.

Thomas H. Cotter, Chief, Providence, R. I.: This department takes no measures to protect apparatus or equipment thereon against heavy rain, snow or sleet.

In extremely cold weather the radiators of the apparatus are blanketed and left running at idling speed to protect against freezing of motors.

Paul Lefke, Chief, Lansing, Mich.: Our method of protecting apparatus against the weather is by the use of salvage covers. In bad weather, while in service, the equipment is covered with these covers, which are tied down. This method proves to be very satisfactory for us.

Edward J. Green, Chief, Steubenville, Ohio: When it starts to rain hard, we cover trucks with waterproof salvage covers which are carried on them. We have straps on the covers to hold them securely.

At fires during cold weather the engines are kept running.

George W. Hisscock, Chief, Port Huron, Mich.: Our hose boxes on all of our trucks are covered at all times with a heavy tarpaulin to protect the hose from the weather. In the event of a heavy rain the truck is covered with a tarpaulin.

In cold weather the trucks are covered if allowed to stand for a long time. If the pumper has to be set near enough to the fire to have a spray come over it, it is protected with a tarpaulin. We have found that this practice has prolonged the life of our equipment.

E. F. Reed, Chief, Middletown, Ohio: We cover the hose bed and body of the truck with tarpaulins in the station whenever it starts to rain so that we will be prepared in the event that we are called out during the rain.

In the winter the same method is used with the additional use of heavy felt blankets over the pump and the engine. The radiators are covered when necessary and are kept filled with anti-freeze from November 1 to May 1. We use all open trucks with windshields. Chains are kept on all wheels in icy weather or heavy snow. We have found these methods to be very satisfactory.

R. P. Collatt, Chief, Burlington, Ia.: We have a special tarpaulin that fits snugly over the entire hose bed which keeps our hose and small equipment that would ordinarily be damaged by water dry. Motors frequently stall when a deluge of water is thrown into them when the apparatus goes too quickly through pools of water. Our drivers are therefore instructed to go slowly through such pools. They are also instructed to use a carbon tetrachloride extinguisher on spark plugs and distributors in case the motor stops while running through a heavy rain.

In cold weather all of our pumps are drained and the booster line as well. We have had some trouble with pump tank hose and tips freezing, for which we have no remedy.

We have done nothing to prevent spray, snow and sleet from forming on fire apparatus as we have had little trouble with the exception of ice forming on ladders when in use at a fire.

Edward W. Gieselman, Chief, Syracuse, N. Y.: Up to the present time we have not adopted any system providing for the protection of fire apparatus at fires against rainfall, spray, snow, sleet or ice.

Victor H. Veit, Chief, Stamford, Conn.: On our open apparatus, that is the machines where the drivers' seats and instrument boards are exposed, we use several of our old-time horse blankets which give ample protection against heavy rains, spray, snow or sleet. Our cab jobs do not require this protection because they are fully enclosed. It is necessary, therefore, to protect only motors, hose and equipment compartments. These compartments are always covered by the driver of each machine with tarpauline similar to salvage covers. They have proven very satisfactory under all conditions.

Waldo Merrill, Chief, Council Bluffs, Ia.: Our trucks are equipped with canvas hose body covers, which have been rather satisfactory for ordinary rainy weather.

I do not recall any time in the past when hose or apparatus has been protected against heavy rains, sleet or snow. However, if available, I would suggest covering the apparatus with tarpaulins.

C. J. Henry, Chief, Lexington, Ky.: All fire apparatus carry water-proof tarpaulins which are carried over and used to potect the hose in the hose bed of the truck. This tarpaulin will extend up over and protect the driver's seat, and is used for this purpose during rains, sleet, snow or spray while the apparatus is standing on the fire grounds. The tarpaulins extend over and hang down about three feet over rear of hose on the

truck to protect it. Tarpaulins are carried over hose the year round.

If fire apparatus is on fire grounds during heavy rains, sleet, snow, or spray, and the motor is not being used, the apparatus is covered to protect the motor, pump and driver's seat against the elements. There is always a truck on the fire grounds that carries extra tarpaulins for this purpose.

William J. Sudeith, Chief, Saint Paul, Minn.: We carry tarpaulins on every piece of apparatus. Our apparatus is covered with them for protection against heavy storms.

They have proven as satisfactory as possible due to the severe weather we have here. At times the spray has frozen our aerial ladders, and it has been necessary for us to steam them down.

Ralph C. Dinkel, Chief, Terre Haute, Ind.: We use one of our salvage tarpaulins to cover the apparatus to protect it from spray during cold weather, although we have never had occasion to cover any apparatus other than aerial trucks.

This method has proven satisfactory as it keeps ice from collecting on the seats and hood of the motor.

Edward J. Cannon, Chief, Norfolk, Va.: The hoods of our apparatus are so tight that they protect the motor from rain, and we have never had a motor drowned out.

In the rare cases of a bad winter the driver keeps the motors warmed up from time to time if not operating, in order to protect them. I have found that this method is very satisfactory for the conditions we have here.

C. L. Downing, Chief, Grand Junction, Colo.: We use tarpaulins to cover our apparatus during stormy weather for protection against the elements and find them very satisfactory.

Emil A. Johnson, Chief, Boulder, Colo.: We protect our fire apparatus at fires against heavy rains by covering it with large canvas salvage covers.

The same method is used in the winter for protecting the apparatus against spray, snow and sleet.

This method has proven satisfactory as we have not had any serious trouble with ice forming on the apparatus.

We do not have pumps on our apparatus as we have a water pressure of 125 pounds to 200 pounds at the fire hydrants. In cold weather we keep the motors running and detail the drivers to watch over the apparatus.

Earl A. Traeger, Chief, Minneapolis, Minn.: We utilize tarpaulins, or salvage covers, for protecting our apparatus and equipment from heavy rain, spray or sleet during winter months when ice might form on the apparatus. All hose wagons have a canvas cover permanently attached and every piece of apparatus carries salvage covers. This method has proven satisfactory to us.

Fred P. Higgins, Chief, Grand Rapids, Mich.: All units carry tarpaulins and any time conditions warrant, we cover them up. This has always been satisfactory.

Albert Luedeke, Chief, Freeport, Ill.: We carry tarpaulins on our trucks to cover the hose from the weather. If bad weather is encountered, we also cover the trucks. This has proven satisfactory and provides very good protection for the paint on the apparatus.

Robert McGuire, Chief, Gary, Ind.: The Gary Fire Department does not use anything to protect apparatus against winter or heavy rains.

A. E. Homann, Chief, LaPorte, Ind.: We cover hose body with canvas covers at all times. In case of severe storms at fires we cover with tarpaulins.

George C. Graham, Chief, Bristol, Conn.: The only protection that we have against heavy rains is that offered hose by canvas covers.

Apparatus is placed, if possible, at a fire outside the range of spray.

No special protection is given against snow, sleet or ice. So far we have not had any great trouble along this line.

C. E. Harris, Chief, Akron, Ohio: Canvas covers are only used to cover the hose in the hose bed. We have no enclosed apparatus in Akron, and thus no protection against the weather.

Edward A. McHugh, Chief, Louisville, Ky.: When responding to alarms of fire in rainy weather and laying lines at a working fire, no attempt is made to protect the remaining hose. However, the driver's seat is protected by a cover. In the event that the pumper is not being used and is left standing, a cover is spread over the entire load. No protection for ladder trucks, except to cover the drivers' seats, is made.

John Griffiths, Chief, Scranton, Pa.: The motors of apparatus are kept idling in the event of bad weather. In this way the motor is always dry.

If sleet or ice forms on apparatus we generally spread rock salt over it. This has proven satisfactory. We have never had an apparatus stall because of a wet motor, and we have never had an accident or any trouble because of ice or sleet.

M. J. Shea, Chief, Fitchburg, Mass.: In winter we carry a heavy horse blanket which we put over the engine. When rain or sleety weather is encountered, if the hose is in the truck, we use a canvas cover to protect it. On second alarms the master mechanic responds and supervises the motors and keeps them running at slow speed to keep them from freezing. We do not use any anti-freeze in our motors.

S. J. Porter, Chief, Washington, D. C.: No protection methods are provided for apparatus at fires against either heavy rain or snow.

Upon returning to quarters from a fire, all apparatus is carefully cleaned and dried. This has proven satisfactory to our service.

Carl J. Kiessling, Chief, Worcester, Mass.: We do not take any concrete

(*Continued on page* 646)

HERE IS THE PROBLEM FOR THE NEXT ISSUE

1. Do you supply theatre details to theatres in your city?

2. Are these firemen required in theatres by the Fire Department or are they detailed only upon request of the theatre management?

3. Do all theatres have them or, if not, which ones?

4. Does the theatre compensate the Fire Department for the services of the details? If so, on what basis?

5. Are certain members only of the department assigned to theatre detail, or are all members of companies rotated to perform this work?

Fighting Fire Under Difficulties

When a freight train was derailed near Columbus, Ohio, recently, ten tank cars of crude oil went up in flames. The fire placed a small neighboring gas station in jeopardy, but a volunteer crew of four firefighters used the pump and buckets with good effect.

Questions and Answers

NOTE—Readers are invited to send in questions, which will be answered in the order received. Names are omitted from questions unless otherwise specified

First Duty of Patrolman

To the Editor:

In a recent Civil Service examination we were asked the question "What should a policeman do upon discovery of a fire on his beat?" I answered it as follows: "A policeman, upon discovery of a fire on his beat, should first arouse the occupants or tenants of the building. He should then send some reliable person, or go himself, to the nearest fire box and send in an alarm, waiting there for the arrival of the apparatus so that he may direct the firemen to the scene of the fire. He should then return to the fire and lend what assistance he may such as helping the injured, keeping crowds back or directing traffic."

According to our local Police Manual I am wrong. It claims that he should first ring in an alarm and wait for the apparatus and then assist at the fire.

W. M.

Answer: You are right in your claim that the police officer should first take care of the life hazard, rather than chasing around trying to find a fire alarm box or a telephone, to send in an alarm.

In many cities, fire alarm boxes may be blocks apart, and at night it may be next to impossible to find a telephone. In such a case, serious delay may elapse between the time the fire is discovered by the patrolman and the time the fire department is notified. And during this time life may be lost due to the failure of the police officer to arouse the occupants of the building.

Pumping from Hydrant

To the Editor:

If a centrifugal pumping engine, rated at 300 pounds pressure, is hooked up to a high pressure hydrant delivering 300 pounds to the pumper, what would be the effect at the pumper outlet? Would the pressure at the outlet be the same as that at the hydrant or would it be increased, and how much? Explain same using a rotary pump.

E. J. O.

Answer: If a centrifugal pumping engine is hooked up to a fire hydrant, at which a pressure is maintained, the engine would be helped by the hydrant pressure almost to its full extent.

For example, if the hydrant pressure is fifty pounds per square inch, and the engine is capable of developing 300 pounds, the pressure at the discharge side of the pumper should be in the neighborhood of 350 pounds. Actually, there is some loss due to friction, but it does not represent a very large percentage of the total pressure provided by the hydrant.

You might consider a fire hydrant as a separate stage of your centrifugal pump. Each stage develops a certain amount of pressure, which is utilized to its full extent by the succeeding stage. Likewise, where a hydrant is furnishing pressure to the engine, this pressure is utilized almost to its full extent upon entering the first stage. The pressure at the end of the first stage is the pressure which the first stage normally would develop plus the pressure at the hydrant (with a small reduction for friction loss).

With regard to a rotary pump, the pump will use a part of the pressure delivered to it by the hydrant, but materially less than a centrifugal pump.

Placement of Engine

To the Editor:

A Seagrave 1000-gallon pumper with a rated capacity of 120 pounds is hooked up to a hydrant using an extra gate. Three hundred feet of 2½-inch hose are laid from the hydrant to the pumper. A second pumper in has a choice of laying a line from the hydrant like the first pumper, or laying a line from the first pumper, or abandoning the pumper and putting another line on the first pumper so that all men of the second company can work at the fire.

If the hydrant pressure is known to be 49 pounds and the discharge is approximately 950 gallons per minute, which is the best way for the second pumper to hook up so as to get the most water on the fire.

If the hydrant pressure and discharge are known, how do you figure the loss between the hydrant and the pumper?

How long a line of 2½-inch hose can be laid from the hydrant to the pumper when the pressure at the hydrant is known, and still get all the water from the hydrant to the pumper?

S. L. P.

Answer: To get the maximum capacity from a hydrant, and the maximum water on the fire, it would be best to hook both pumpers to the hydrant. A hydrant which maintains 45 pounds pressure when giving 950 gallons per minute will easily supply two pumpers, when connected directly to the hydrant. It requires a flow pressure of but 10 pounds at a hydrant to keep an engine supplied, particularly where the engine is using a large outlet of the hydrant.

Hooking the engines to the same hydrant will make it possible to stretch four lines, two from each engine, to the fire.

A hydrant pressure of 49 pounds will deliver only 450 gallons per minute (approximately) through a 300-foot line of 2½-inch hose to a pumper.

Where you have the hydrant pressure and the discharge, you can figure friction loss in the line by the following formula:

Friction loss (100 feet of 2½-inch hose) $= 2 \times Q \times Q + Q$, where "Q" is the flow measured in hundreds of gallons per minute.

To determine the maximum length of a line of 2½-inch hose that can be laid from a hydrant to a pumper when the pressure at the hydrant is known, we proceed as follows:

Allow 10 pounds inlet pressure on the engine. If "P" is the pressure in pounds per square inch at the hydrant, then we have available P—10 pounds for friction loss.

We must first assume the flow desired through the line. When this flow is known, find the friction loss in 100 feet of hose caused by this flow. Then divide the allowable friction loss in the line as indicated previously by the friction loss in 100 feet of hose for the assumed flow, and you will have the maximum length of line that can be used.

However, you must have a definite flow of water through the line before you can determine the maximum length of a line between hydrant and pumper.

Where Hydrant Pressure Aids Pump

To the Editor:

A standard 1000-gallon pumper is hooked up to a hydrant having a flow pressure of 120 pounds as shown on the compound gauge. The operator boosts the pump pressure to 240 pounds. The pump is discharging through a deluge set and the friction loss in the layout is 120 pounds. Will the pump discharge its rated capacity under these conditions at 240 pounds pump pressure?

G. A. B.

Answer: If a hydrant has a flowing pressure of 120 pounds, and the engine is adding 120 pounds to this, the discharge pressure will be 240 pounds and the engine will be able to discharge its rated capacity at this pressure. However, the foresaid condition is theoretical. Actually there will be some loss from friction in the fittings and con-

nection between the hydrant and pump so that you will not actually secure 240 pounds at the discharge side of the pump. However the loss due to friction is not much and should not total more than 10 pounds at the most. Even so, if the engine were only able to discharge its rated capacity at 120 pounds (and no more) then it could not discharge its rated capacity at 240 pounds as the hydrant pressure would represent only 110 pounds rather than 120 pounds.

Fire Damages Museum Pieces

Fire officials in San Francisco are investigating a fire which recently damaged packing cases containing a Spanish monastery imported to the United States and stored in Golden Gate Park near the M. H. de Young Museum. The 1500 cases piled 25 feet high, had a value of $1,000,000 on their contents.

Each case contained a stone slab packed in highly inflammable excelsior. Each was numbered so that the monastery might be reconstructed in Golden Gate Park. A newspaper publisher had given the monastery to the park authorities after it had been in storage for many years.

The cases were piled in the open between the museum and Stow Lake on the north side of the park. The fire was discovered by a museum guard on a Sunday afternoon when the park was crowed with visitors. The fire had engulfed part of the huge pile when discovered and it was with great difficulty that firemen reduced the blaze to a smouldering mass and then extinguished it. Fire Chief Charles Brennan was in charge.

Hydrants are scarce in the park and seven water tank companies were summoned by special calls to aid the pumpers which drafted from Stow Lake. A fire department winch was called to aid in pulling the piled cases down and apart so firemen could get at them.

BOB GREENOCK.

Milford Fire Calls Increase

The Milford, Conn., Fire Department responded to the greatest number of calls in its history during the fiscal year that closed on September 30. Chief Lewis F. Stowe, in his annual report, gives the total number of alarms for 1940-41 at 501, a figure never before reached in that department.

Chief Stowe's report reveals that 403 calls were received in the previous fiscal term. Prior to that term of 1939-40, a total of 365 stood as a record for fire calls. The report shows that $193,375 worth of property was involved in blazes during the past 12 months. The total damage by fire was $23,445, and the per capita loss was $1.17.

Among the 501 alarms in the year were 333 calls on grass, woods and dump fires; 43 miscellaneous, 36 motor vehicles, 29 dwellings, 16 false alarms, 14 chimney fires, 10 oil burners, one alarm involving five dwellings and a bathing pavilion. In his report Chief Stowe asks the Board of Fire Commissioners for new apparatus to replace the present inadequate equipment. Milford has five fire stations with paid and volunteer firemen in each house.

THOMAS F. MAGNER.

Our inquiring reporter overhauls the firemanic news of the day

There's a Limit!

Correspondent "J.K." sends us item about volunteer firemen of Williamsville (N. Y.) who have been ordered not to respond to calls outside of village limits, after Nov. 1. This ends free fire service for Amherst (N. Y.) residents within a half-mile radius. Here's hopin' there'll be no fires there!

* * *

Kept Home Fires Burnin'

Demon news clipper, Earle Robinson, tells us about a fire in Arlington (S. D.) which destroyed most of that town's free-fighting equipment at the start and gutted the city hall and several other buildings. Nubbody knows where it woulda stopped but for quick response and good work of Brothers from neighboring towns. Mutual aid worked!

* * *

Mysterious Burns!

Mrs. Muriel Kimler, Newark (N. J.) was leading her daughter Elsie, 3, across a street, when the child fell into a puddle. When Mrs. Kimler picked her up she noticed the youngster's dress smoking and felt her own hands burning. At Newark City hospital the mother was treated for nitric acid burns of feet and hands, and the child for similar burns on face, arms and legs. Police learned that a truck transporting chemicals had stopped when an acid carboy broke and that the puddle which appeared to be water was actually acid. Firemen flushed the street.

* * *

Took firemen two hours to extinguish fire in temporary wooden scaffolding of new Rainbow Bridge, Niagara Falls (N. Y.) . . . According to Fire Prevention Week reports, careless smoking continues to be the major cause of fires. . . . Thirty-nine New York City firemen required treatment during a 2-alarm fire in basement of drug store in New York City. Some of companies that fought this blaze underwent 3 severe cellar fires all within ten days. . . . Firemen of San Francisco assisted in spectacular rescue of John Evans, from perch high on Golden Gate Bridge, where he had slashed throat but lost courage and failed to take the 280-ft. drop. 23 persons have suicided from this bridge. . . . In Rockland County (N. Y.) police canceled fire permits because of drought. . . . Guy Lombardo, orchestra leader was credited with saving lives of three persons one morning at 3 A.M. by awakening them when fire threatened their home in Freeport (N. Y.) and turning in an alarm. Only an orchestra leader would be returning home at that early hour. . . . Firemen of Washington (D. C.) brought under control a fire on roof of Senate wing of the capitol. . . . Overgrown 12-year old boy was believed to have set three fires in Flushing Hospital, Queens (N. Y.).

* * *

Cats in the Belfy!

Firemen of Rochester (N. Y.) who rescued a cat from a steeple of an abandoned church were called back a week later, this time, not only to locate puss, but to fight a fire.

The week after they'd rescued pusskit, humane society agents were called to the same belfry, but were unable to reach the mewing puss. As they waited developments, flames broke out on the church roof. Firemen extinguished the blaze, but the cat remained in the belfry —but this time fire-fighters couldn't locate it.

* * *

More Colored Hydrants

Fall River (Mass.) papers wax eloquent over fact that fire plugs are being prettied-up by Water Works Supt. Moran. Fact is, however, they're really painting 'em up to indicate water pressures. Green hydrants mean "shoot the works, there's plenty of water" (16, 20 24, 36 in. mains). Orange means only 10 or 12 in. mains, and red calls for caution (6 or 8 in. mains). Black (try to find it in the dark) indicates a dead-end (and complete blackout). Thanks, J. C.

* * *

Ghost Fire House!

Engine Company No. 325, Woodside, Queens (NYC) has been put into service, after the wayward press ran story about three firemen who "haunted" the Queens firehouse for 16 months in relays, after it was finished, but couldn't do fire work! Seems that three times a day, shift of one fireman came on duty to faithfully chalk up fire alarms, and do watch duty in the new house, but nothing else happened. The place had no equipment, no firemen. Well, they're in service now, with their pals— and the neighboring citizens are pleased!

* * *

Salesman Beware!

Earle Robinson, demon clipper, hands us hot one about the insurance salesman who pressed the bell of a two-story dwelling in Flushing (L. I.) one day, and the house exploded. Uh huh! In the kitchen, dead of gas that poured from four opened jets on a stove lay a man and his wife. Of course, the tiny spark from the bell-ringing equipment touched it off and that was that! Deponent saith not what happened to the insurance salesman.

Fires Prevented Are Most Easily Fought

Chief A. L. Headlough of the Fire Department at the Plum Brook Ordnance Works in Sandusky, Ohio, recently issued the following fire prevention suggestions:

"Don't use welding torches around open gasoline containers.

"Don't use gasoline to clean motors.

"Don't throw away lighted cigarettes.

"Don't tamper with fire extinguishers.

"Don't fail to report fire hazards immediately.

"Don't fail to report empty fire extinguishers.

"Don't allow dirty or oily rags to gather under benches.

"Don't throw lighted cigars or cigarettes in waste paper baskets.

"Don't throw lighted cigars or cigarettes out of car windows while traveling through area.

"Don't store gasoline in open cans in or about buildings.

"Don't allow engines to run while refueling.

"Don't fill lighted lanterns or oil stoves.

"Don't smoke in bed.

"Don't throw oily rags in a pile; spontaneous combustion may result in a fire."

Church Levelled at Meriden, Conn.

Fire of undetermined origin which started in the basement beneath the organ and spread through a wall, separating vestry rooms from the altar, to an attic, caused a loss of $250,000 and completely destroyed The First Methodist Church at Meriden, Conn., on September 20. The adjacent Rogers Memorial Building was also damaged by the fire. The edifice was recently renovated at a cost of $40,000.

Two hours after the fire was discovered, the steeple toppled over. Three members of the Meriden Fire Department were injured while fighting the blaze. Robert Kingsford, church sexton, first discovered the fire when he saw flames shooting from the wall in back of the organ shortly before 4 P. M.

Photo by Arthur Selleck

The North Side of the Church with One of the Lines Still Pouring Water Into the Structure.

Kingsford attempted to extinguish the blaze with a 2½ gallon hand extinguisher but was driven out of the church by the dense smoke.

As he ran for a fire alarm box at a nearby corner he learned that a police officer had already sounded the alarm. Smoke, finding its way through the ventilators, was pouring from the roof joints of the edifice when firemen under command of Fire Chief John F. Moroney arrived. Firemen entered the auditorium seeking the center of the blaze but dense smoke made their task especially difficult.

Soon after hose lines began pouring water into the basement, flames were seen breaking through the roof and firemen changed their attack. Chief Moroney said the fire apparently had gained headway in walls behind the altar and forced its way into the blind attic above the auditorium. Frank C. Hill, church organist, told Fire Chief Moroney that he had been practicing at the organ an hour before the fire broke out but saw no sign of fire when he left.

THOMAS F. MAGNER.

Photo by William Schmelzer

Air View of Fire that Destroyed the First Methodist Church at Meriden, Conn., with a loss of $250,000.

New Apparatus for Jersey Towns

The New Jersey Fire Equipment Company of Dunellen, N. J., has recently received a contract from the Borough of Roselle for a Pirsch Model 15 Triple Combination 750-gallon pumper with a seven-man canopy cab, and also for a Pirsch Type 15 sixty-five-foot hydraulic operated aerial ladder truck. The equipment purchased will be placed in the service of the Roselle Fire Department after its delivery the early part of 1942.

A contract has also been received by the New Jersey Fire Equipment Company for a 500-gallon pumper with a three-man cab for the Manville Fire Department.

New Drill Tower for Schenectady

The five-story drill tower and yard recently completed at Schenectady, N. Y., at a cost of $29,650, part of which was a WPA project, stands fifty-five feet high from the yard floor to the roof.

It is fireproof throughout and has a metal stairway to all floors. An 8-inch standpipe runs up to the fifth floor with a 2½-inch connection on each floor. A 2½ Siamese connection is on the outside of the building for pump operations. The second floor has a wet pipe sprinkler system and on the fifth floor there is a room used for gas mask drills.

A twelve-inch water main runs into the yard to a three-way hydrant with an engine connection. There is also a well with a capacity of 3,500 gallons for drafting with a pumper. Each man of the local department is requested to attend school at the tower for 180 hours when a complete course of study is conducted.

In addition to this new tower, an officers' school is to be conducted during the winter months at Fire Station 7. This school, as far as it has been conducted, has shown very good results, and companies are operating more efficiently at fires.

At present a defense course is being taught at the school. The course includes the various phases of action that are to be considered in the event of attack. There are four instructors consisting of Deputy Chief William A. Arndt, Captain Hugh Conaughty, Lieut. Thomas Meaney, and Lieut. Edward Gorman.

ARTHUR W. CHADWICK.

Ulster County Firemen Meet

The Ulster County Volunteer Firemen's Association held its convention at Woodstock, N. Y., with an attendance of over 800. At its parade over thirty companies participated. Prizes were won by Ellenville, Naponach, Kingston and Wallkill Valley. Albert Cashdollar of Woodstock, N. Y., was Chairman of the Convention Committee and President.

September Fire Loss

Fire losses in the United States during September were $24,668,000 according to the estimate made by the National Board of Fire Underwriters. These estimated losses, under fire insurance policies, are on an incurred basis including an allowance for unreported and uninsured losses.

Losses by fire in September showed a sharp increase over the same month last year, the gain amounting to $3,470,000, or 16 per cent. The total for the first nine months of the year, $236,441,000, is the largest total for the corresponding period of any year since 1933, when it was $245,351,712.

New Zealand Fire Causes $1,250,000 Loss

The most destructive fire in the inner business area of Auckland, New Zealand, for thirty years, involving a loss in the neighborhood of $1,250,000, and imperilling the lives of a number of people, occurred recently in the four-story warehouse of John Burns and Company, wholesale and retail hardware dealers.

Many of the employees trapped on the two upper floors and roof by the rapid spread of the fire made sensational escapes. Some of them were forced to jump into canvas sheets held by those below and some were lowered by ropes.

Fourteen people, including seven firemen, suffered various injuries.

The two upper floors of the building were completely burned out and almost the whole of the large and valuable stock was destroyed.

All the resources of the Metropolitan Fire Brigade were called upon to fight the fire, at the height of which twelve engines and about forty-five officers and men were engaged. At times enormous flames rose more than fifty feet above the parapet of the building. The blaze had such a hold when the brigade arrived that it could do no more than keep the outbreak within bounds. In this it was successful, although incipient fires occurred in near-by buildings.

The fire originated on the ground floor in an electrical switchboard near the back entrance and at the foot of the passenger elevator and open wooden stairway leading to the top of the building. It immediately set the surrounding woodwork on fire, and within a minute or two had spread with incredible speed up the elevator shaft to the top floor.

Nothing could prevent the two upper floors from becoming a raging inferno. The roof quickly collapsed. Windows in buildings across the street were broken by the heat.

Parties of employees were kept busy on the roofs of all buildings in the neighborhood, extinguishing fragments of burning material that alighted on them.

Through the efforts of the firemen the fire damage in the shop part of the building and the main office on the first floor was reduced, although everything was soaked with water.

When the fire had been in progress for nearly an hour a number of explosions occurred. These were attributed to the bursting of drums of paint, oil and carbide.

At one stage the brigade had to deal with ominous cracks in some of the outer walls, including a particularly dangerous one on the south side, where the wall bulged and threatened to fall on the building next door. However, by liberally wetting the inner surface of the wall with fire streams the firemen brought it back to its former alignment.

An Extra-Curriculum Job for the Fire Department

In one of the areas where there has been a lack of water this summer, a farmer filled his silo with dried out cut ensilage, and upon going into the silo a few days later, found it was very hot. There was absolutely no indication of fire, but he wondered about the heat and called the rural fire department which he had opposed since its inception, on the grounds that the taxes were too high. The truck arrived and the men used the 300 gallons of water in their booster tank to wet down the ensilage. The result was a cooler silo and a very pleased taxpayer. Perhaps these extra-curriculum jobs do some good after all.

CHIEF HENRY F. DRAKE.
Clinton Corners, N. Y.

Bristol Has Quarter Million Dollar Fire

Bristol, Conn., took its place in the list of Connecticut cities which have had disastrous fires in recent months as flames caused damage estimated at $250,000 in two buildings in the city's business district on September 30. The fire, starting in the basement of the Gridley Hotel, a three-and-one-half-story brick block located at Main and North Main Streets, mushroomed its way through the entire structure and spread to the adjoining Root Building.

The Gridley Hotel contained 88 rooms and housed 125 Bristol defense workers, who were made homeless when the hotel interior was completely destroyed by the flames. The Root Building was also gutted.

The first alarm was received by telephone at Bristol Fire Headquarters at 12:43 P. M. Upon arriving at the fire, Chief George C. Graham immediately ordered a general alarm sounded, calling out four of Bristol's fire companies and all men off duty. More than 80 firemen from Bristol, New Britain and Terryville aided in combatting the blaze, one of the most stubborn in the city's history.

Ten business places, most of them stores between the F. W. Woolworth Company's store and the Bristol City Hall, were severely damaged by the fire. Quarters of the Bristol Club and 88 rooms in the Gridley Hotel were gutted. In addition considerable damage was done to the stock of the Woolworth Company, Raymond's and Semon's stores on the ground floor of City Hall as well as property damage in the municipal building.

When the flames plunged from the upper floors of the Gridley Hotel into the upper two floors of the Root Building, the next structure seriously threatened was the City Hall, separated by a narrow alleyway from the blazing buildings. City records and papers were carried from the municipal building.

More than a dozen lines of 2½-inch hose were played on the two buildings at the height of the fire, from Main Street, North Main Street and from the rear of the buildings. Firemen fought the blaze from the street, using a deck gun and from the roofs of the two blocks, City Hall roof and Curtis Block roof.

The Gridley Hotel, one of Bristol's landmarks, was the scene of a disastrous fire 21 years ago. The fire was under control at 4:35 P. M.

THOMAS F. MAGNER.

Photo by Waterbury Republican

Scene at Height of $250,000 Fire That Swept Two Four-Story Blocks and Threatened City Hall at Bristol

Fire Prevention Week Activities at Muskegon

The Fire Department of Muskegon, Mich., had a very successful Fire Prevention Week program. All hose companies took part in a hose laying contest down in the business district of the city. The contest consisted of laying 300 feet

Chief Chris Smith

of hose, connecting it to the hydrant and delivering water at the nozzle. Number 2 Company won the contest this year for laying hose in 25.2 seconds.

A demonstration was held one evening when a drill tower was erected in a parking lot. Several phases of fire department activities were shown to the public. A demonstration on the extinguishment of magnesium fires was also held. The department showed the reaction of the various types of extinguishers on the burning metal.

Chief Chris Smith celebrated his forty-fifth anniversary in the department, on September 20, thirty years of which he has been an officer.

Fairfield County Chiefs Meet

A meeting of the Fairfield County Fire Chief's Emergency Plan was held at Georgetown, Conn., as guests of the Georgetown Fire Department, on September 24.

The speaker of the evening was George L. Swan of the National Board of Fire Underwriters who spoke on "Electricity as Related to Fire Departments." Mr. Swan discussed electrical hazards such as overheating of wires caused by an overloading of conductor or insulation. He reported that two new types of wire are now being made which will take an increased temperature of 50 degrees centigrade due to different type of rubber used. One of them is called a "performance" grade and the other "heat" grade which will permit an increased loading without any danger of fire. He also said that for the past few years various manufacturers have been experimenting with a non-tamperable fuse, and that after considerable patent difficulties, this new fuse is now being made.

Mr. Swan said that development of an automatic type circuit breaker will eventually eliminate fuses in the future, but at the present time they are too expensive for general use. He also discussed use of hose lines in proximity to high voltage wires and said that unless a fire department has a man or men well versed in this respect the nearest utility company should be called to disconnect all wires, as wires which may seem harmless and have a low voltage may possibly have been crossed with high voltage wires before or during the fire. It is necessary to act on the assumption that the circuit is alive when handling wires at all.

Mr. Swan also discussed the reaction to the body from contact with live wires. It will cause paralysis of the respiratory muscles; cause a hemorrhage resulting from high blood pressure; cause heart failure and disassociation of muscles of the heart, as well as skin and flesh burns much worse than ordinary burns. Surprise is an element also to be considered. He told the story of a man able to take 5000 volts when demonstrating to friends, but who happened to come in contact with a 5000 volt live wire accidentally one day and was killed.

Captain Mazzeo of the Noroton Heights Fire Department was a guest of the meeting and was introduced by the chairman as the hero of the fire at Noroton Heights when he almost had his legs paralyzed when he entered a Protane Gas Company to shut off a valve which was allowing gas to envelop the adjacent railroad tracks and vicinity.

CHIEF JOHN MOEHRING.

Saginaw Wins Trophy for Second Time

Saginaw, Mich., has the honor of receiving the Paxton Mendelssohn fire prevention trophy for the second consecutive year. The trophy was awarded at the meeting of the Southeastern Michigan Association of Fire Chiefs at Detroit.

The trophy was given to Saginaw for its low fire loss during 1940, totalling $80,701, or 98 cents per capita. In 1939, when the department won the award for the first time, the per capita loss was 90 cents. If Saginaw wins the trophy for the third successive time, the department will acquire permanent possession.

Twenty cities which compose the Southeastern Michigan Association are in competition for the trophy. It was offered for the first time in 1935 and was won by Lansing, in 1936 by Ecorse, in 1937 by Hamtramck, in 1938 by Highland Park, and since then by Saginaw. Mendelssohn, who donated the trophy, is a fire fan.

This is the third award won by the Saginaw Fire Department during the past two years. The Saginaw Association of Insurance Agents awarded the department a trophy in 1940 in recognition of the outstanding reduction in fire losses in Saginaw, the ten year period being $1,750,000 less than the preceding ten year period.

The department is headed by Chief F. W. Bender, Jr.

New Truck for Newport, Vt.

The fire department of Newport, Vt., recently placed in service a new fire truck which has a one and a half ton cab chassis and is equipped with a 150 gallon booster tank, 150 gallon portable pump, thirty feet of four-inch suction hose, 1,000 feet of two and a half-inch double jacket hose, 1,000 feet of single jacket hose, a twenty-eight-foot extension ladder and a sixteen-foot roof ladder.

Another Honor for the Saginaw Fire Department

Officers of the Saginaw Fire Department and their trophies. Left to right are Second Assistant Chief William C. McMannon, Inspector Alfred R. Borm, Chief F. W. Bender, Jr., First Assistant Chief Frank Mell and Third Assistant Chief Daniel J. Pressley. The trophy on the left is Paxton Mendelssohn fire prevention trophy. That on the right is the bugle presented by the Saginaw Association of Insurance Agents.

Jay Stevens Named Coordinator

Jay W. Stevens, Chief of the Fire Prevention Bureau of the National Board of Fire Underwriters, San Francisco, Calif., has been appointed Coordinator for fire departments in the Ninth Corps Area in the civilian defense program, of which Charles R. Page is Regional Director. Because of his many

Jay W. Stevens

years of cooperation with fire department personnel and his intimate knowledge of practically every department in this area, Chief Stevens was selected for this specialized work. For years he has been Secretary of the Pacific Coast Association of Fire Chiefs and is also Executive Secretary of the International Association of Fire Chiefs.

New Drill Tower for St. Paul

The St. Paul, Minn., Fire Department has started work on the erection of a six-story drill tower as the latest step in carrying out the recommendations of the National Board of Fire Underwriters. It is expected that the improvements to the Department will save owners of commercial buildings $100,000 a year in insurance premiums and also advance St. Paul from grade 4 to grade 3.

Firetraps

State Fire Marshal Crosson of Nebraska has been advised by Attorney-General Johnson that he has full authority to tear down all buildings that have been condemned as fire hazards regardless of the fact that an existing State law has long been construed as forbidding this to be done when any delinquent taxes are charged up against the property. There are hundreds, possibly thousands, of buildings in the State whose owners have abandoned all hope of renting them and have allowed them to deteriorate and taxes to pile up. Legislative attempts to amend the law to permit these to be destroyed where they constitute fire traps have failed. The Attorney-General said that public health and safety are paramount considerations.

Lacquer Fumes Overcome Firemen

Starting in a lacquer storage room on the second floor of the three story brick factory building occupied by the Jennings Bros., manufacturers of metal novelties at Harrison and Elm Street, Bridgeport, Conn., on September 2, fire caused damage estimated by Fire Chief Martin J. Hayden at approximately $80,000. Thirteen firemen were overcome by the smoke and inhalation of lacquer fumes while battling the two-alarm blaze.

Shortly after the fire started at 6:01 P.M., several sealed five-gallon cans of lacquer stored on the second floor exploded, rocking the building and hampering the firemen in their work in attempting to enter the building. A second explosion occurred a few minutes later. An inspection of the gutted building by Fire Chief Hayden disclosed that the fire apparently started from spontaneous combustion. It was the third fire at this plant since March 27 of this year.

The building was empty of workers when the fire broke out as the 150 employes engaged in the manufacture of Christmas merchandise left the factory building at 4:30 P.M. A watchman made the rounds at 5 P.M. and the plant appeared in order. A few minutes after the explosion flames spurted out from the second floor. A passerby sounded an alarm from Box 313. Harrison and Elm Streets at 6:01 P.M. This alarm brought three engine companies, two truck companies and a chemical crew with Asst. Chief Elmer V. Fitzgerald in command. As soon as Asst. Chief Fitz-Gerald arrived on the scene he ordered a second alarm at 6:03 P.M. which called out two other companies, and all men on the off shift. Nine pieces of apparatus worked at the fire and over 10,000 feet of 2½ and 1½ hose was used. Recall was sounded at 7:03 P.M.

THOMAS F. MAGNER.

Scuppers

In the Round Table appearing in the September and October issues of FIRE ENGINEERING the term "floor scupper" was used to denote an opening in a floor through which a cellar pipe or distributor might be inserted to operate on basement or cellar fires.

The use of the term in this respect is not entirely correct, for the primary use for a scupper is to relieve a floor of water. While improvised floor scuppers might serve the dual purpose, the term nevertheless refers to an opening designed solely for water drainage.

Members of fire departments, preparing to take promotional examinations, are urged to bear this point in mind.

Mrs. Babcock Dies

Mrs. William Paul Babcock, wife of one of the organizers of the Nyack, N. Y., Salvage Patrol, the first volunteer patrol in the United States, and a prominent figure in fire defense activities, died on October 29.

She was well known to members of the fire service in the eastern section of the country.

Scene at Height of $80,000 Fire at Jennings Bros. Plant, Bridgeport, Conn.

NEW YORK CITY'S FALSE ALARM CAMPAIGN WAS DISAPPOINTING

False Alarms Constitute 36% of Total During "No False Alarm Week"

By Jerry Daly

WEATHERPROOF posters of the decalcomania type displayed on two sides of every fire alarm box on the sidewalks of New York contain a striking appeal to the conscience of the potential false alarm fiend. The posters—an outstanding feature of a recent campaign in the metropolis to reduce malicious false alarms are now a permanent appeal in big red letters on every box.

Decalcomania Poster on New York Fire Alarm Boxes

The false alarm campaign started September 21 in connection with the National Civilian Defense Exposition in Grand Central Palace. The Fire Department had an important part in the show. Fire Commissioner Patrick Walsh placarded the city with 10,000 window cards showing a fire engine wrecked while responding to a false alarm. In the street at the side of the damaged apparatus is the shroud-covered body of a fireman. These cards were provided by the Uniformed Firemen's Association.

Extensive use of newspapers, radio and newsreels was made by Assistant Chief-In-Command John J. McCarthy and by Richard F. Warner, secretary of the fire department to appeal to offenders to stop ringing the city's fire alarm boxes. Thousands of paper posters were provided by the New York Board of Fire Underwriters and displayed for one month in all subway and elevated cars and all trolleys and buses. The posters which show a fireman with upraised hand in stop position read: SAVE LIVES—STOP FALSE ALARMS.

Mayor F. H. La Guardia and Justice Stephen S. Jackson of the Juvenile Court took an active part in the campaign and the Mayor proclaimed: "This is no time for nonsense. To anyone who thinks it may be funny, let me warn him now that if he is caught we will do everything in our power to put him in a place where he can think in solitude on what he did—even though the city will have to pay his board."

While the false alarm campaign was going strong in the newspapers, on the air and on the screen, the false alarm epidemic was by no means on the wane. On the contrary, the publicity had the reverse effect. The record shows that false alarms during the publicity drive were 39 per cent of the total boxes pulled until the alarm box posters made their appearance during "NO FALSE ALARM WEEK" which ended October 25. Even then the false alarm average dropped to only 36 per cent.

The poster displayed here is the work of Howard Chandler Christy and was drawn at the suggestion of Mayor La Guardia. Fireman Walter F. Beatty of Truck 116 posed for the illustrator. The 22,000 posters are the gift of the New York Board of Fire Underwriters.

Opinion is divided in New York as to the wisdom of publicizing anything about false alarms other than publication of the imposition of jail sentences for the offenders. There are those who advocate (and this reporter has consistently been one of them) that the most effective way of reducing (if not eventually eliminating) the false alarm menace is by making false alarms unhealthy with mandatory maximum prison sentences for adult offenders. Nominal fines in police courts are patently a public joke to those with the urge to pull fire boxes. Juveniles are sent to the Crime Prevention Bureau for correction, but not for detention. The run of the mill penalties in police courts have been $25 and $50 fines and sometimes $100. Occasionally a jail sentence is imposed without an alternative fine, but such cases are rarely publicized. Very few of the forty-five Magistrates sitting throughout the City of New York are fire-minded. Some judges on the slightest pretext send the offenders to the psychiatric pavilion at Bellevue Hospital for observation. They like to be fair to the unfortunate false alarmer.

Radio patrol cars of the Police Department respond with alacrity to all fire alarms and the observations of the police and their results in apprehending offenders have been most gratifying to Fire Department officials. Last year police made 426 arrests and obtained 390 convictions. Taxicab drivers are very cooperative too in not only spotting offenders for the police, but very often in apprehending the culprits and holding them for the arrival of the firemen. Taxicabs in New York are under police supervision.

In October this year there were 922 false alarms in New York as compared with 901 in October 1940. False alarms for the ten months of 1941 total 8228 as compared with 7537 for the same ten months of 1940. Unless there is a drastic decrease during November and December, the false alarm record for 1941 is bound to exceed by much too much the 1940 total. In October this year, right in the midst of the much publicized false alarm campaign, there were some days when false alarms reached the shameful level of 54, 53, 51 and 50 per cent. Only three days in the month showed a new low of 21 per cent. A cross section by days during four weeks of false alarm tabulation shows Sunday in top place with 49 per cent average; Saturday is next with 46 per cent, while Monday was lowest with 33 per cent.

With all that has been said and written throughout the years, the situation has not improved much, as witness these annual false alarm totals in the City of New York: 1933, 12,370; 1934, 13,017; 1935, 11,110; 1936, 8,450*; 1937, 9,109; 1938, 9,414; 1939, 9,089 and 1940, 9,077. (* This was the year that guardlifts were attached to spade handle boxes to make box pulling a two-handed operation).

To attempt to cure the false alarm ailment in New York with such well-intentioned remedies as campaigns of education seems to be about as effective as throwing a brickbat against the wall of a cathedral. Throwing the adult offenders into jail and cease coddling tough kids is at least worthy of experiment.

Juvenile offenders are protected from the stigma of a criminal record and are turned over to their parents for supervision by a Crime Prevention Officer. That youngsters are less responsible than adults is indicated by the lesser number of false alarms that occur during the school luncheon recess and during the after-school hours of the daytime. False alarms after dark are in the majority and are attributable to the bar and grill element, cafe society and adolescent loafers.

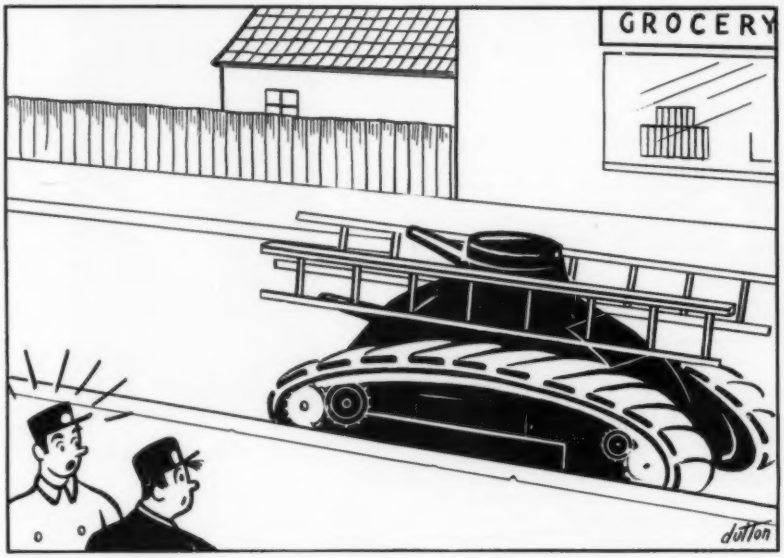
False alarm offenders in New York are prosecuted under the Administrative Code of the city which provides for a maximum penalty of $100 or thirty days in jail or both. Such an offense is neither a misdemeanor nor a felony but solely a violation of a municipal ordinance. It is quite obvious that in order to put teeth into the law, remedial legislation should be introduced if the false alarm mania is to be curbed and if firemen's lives are to be preserved for their families and for further service to their city.

$50,000 Blaze Hits Grain Elevator

A fire believed to have started in a grain dryer, destroyed the elevator at McGuffey, Ohio, on November 3, with a loss estimated at $50,000.

Firemen from nearby towns joined the McGuffey men and had flames under control within an hour, preventing spread of the fire to nearby buildings. A new municipal water system recently placed in operation in McGuffey helped firemen to save the buildings.

FALSE ALARMS



"I Told You We Waited Too Long to Order a New Engine!"

Fire Oddities

This is a hard one to believe but it is absolutely true. In the year 1922 a concrete bridge in Limestone, Texas was completely destroyed by fire. Before the conflagration, heavy rainfall had caused driftwood to accumulate under and around the bridge and at the same time a pipeline broke and released a considerable amount of oil that drained into the river and saturated the driftwood. The oil-soaked mass caught fire and burned with such heat that the bridge crumbled and fell apart.

Here's another one almost as difficult to believe. Employees of a ship-building firm in Virginia were loading a railroad-car with steel filings and steel and iron lathe cuttings for shipment. During the night the car caught fire and was completely destroyed. The reason: Snow blew through the openings of the car and caused the rapid oxidation of the iron and steel from the dripping of water as the snow melted resulting in the fire that destroyed the car.

Hard to Please

The fire commissioner had a son at college. At the end of the first year the son came home in high feather. He stood second in his class.

"Second?" said the father. "Second! Why didn't you stand first? What do you go to college for?"

The young man returned for his second year, determined to win first place. At the end of the year he returned home and announced his success.

The father looked at him for a few minutes in silence, then shrugged his shoulders, and said: "At the head of the class, eh? Well, it can't be much of a college, after all."

One from England

A maiden lady lived in a small house in the country with one maid. One morning the bell rang. The maid admitted the visitor, an evacuee officer, arranging for homes for children evacuated from London, then rushed upstairs.

"Please, mum," she blurted out breathlessly, "you've got to have two babies, and the man's downstairs!"

Toddler's Menu

"How are you feeling today? asked the doctor of the fire captain who had been sick for some time.

"Not at all well."

"Humph! Did you take the medicine I prescribed for you?"

"Yes."

"Ah, yes—and the diet? I think I told you to eat only such food as could be easily digested by a three-year-old child. Did you follow my instructions?"

"Yes, doctor. I ate two handfuls of mud, a piece of orange peel, a shoe button, and a couple of cigarette ends!"

A fire chief from one of the eastern cities was enjoying the wonders of California as pointed out by a native.

"What a beautiful grapefruit!" he said, as they passed through a grove of citrus trees.

"Oh, those lemons are a bit small, owing to a comparatively bad season," explained the Californian.

"And what are those enormous blossoms?" asked the chief.

"Just a patch of dandelions," said the Californian.

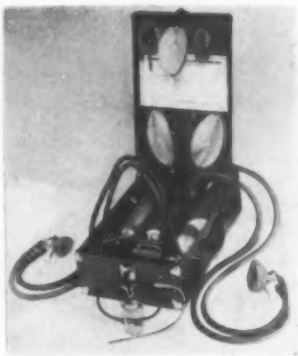
Presently they reached the Sacramento river.

"Ah," said the chief, grasping the idea, "somebody's radiator must be leaking."

A fellow who has spent his entire adult life driving a fire truck in New York City recently bought a Dodge sedan for his private use. He couldn't take delivery right away, however—had to pass his driving test first and get a license.

"Looks Better Now, Boys!—Third Down, One Yard to Go for a Touchdown!"

The EMERSON
RESUSCITATOR INHALATOR and ASPIRATOR



The problem of unnecessary asphyxial death can be met by modern, effective resuscitation equipment.

Your needs can be answered by either the Emerson Single or Dual Resuscitator.

Employing the same principles that have made the Single Model the outstanding unit in the field of automatic resuscitation, the Dual Model will administer automatic resuscitation or oxygen therapy to two victims simultaneously, adjusting to each lung capacity automatically.

Write for further details on both of these units.

J. H. EMERSON CO.
22 Cottage Park Ave.
Cambridge, Mass.

Correspondence

New Improvements in Jacksonville Fire Department

To the Editor:

We have in our Fire Department budget the funds to build another fire station out in the residential section, also funds to buy another pumper. This will be a single station and we plan to start on it just as soon after the first of the year as possible.

On October 1 of this year we added two assistant chiefs which were promoted from the eligible list of the recent civil service examination. This gives Jacksonville six assistant chiefs. The new chiefs will be stationed at Station Number 13 which is located on the south side of the city. This is one of the newest stations in the city and was built for one engine service truck and an assistant chief. We have plans also to put a truck company in service in the near future.

Two new pieces of equipment have also been put in service this year, a 750 gallon Seagrave pumper with a cab and a 65-foot Seagrave aerial truck replacing the service truck stationed at Number Four Station. This gives Jacksonville two aerial trucks downtown on all alarms.

Very truly yours,
W. Q. DOWLING, Chief,
Jacksonville, Fla.

Life Nets in Civil Defense

To the Editor:

We noted in the August issue of Fire Engineering, your article entitled "The Place of Life Nets in Defense Preparedness."

While this article brought out a number of strong points concerning the use of life nets, it did not stress the likelihood of aerial ladders remaining in the background in the event of obstructed streets due to aerial attack.

As we understand it, under the national preparedness program, an Auxiliary Station Plan has been patterned similar to that of London's Fire Brigade. These auxiliary stations will have available many light trailer pumpers which can be easily moved to the action front.

Consequently, since it is accepted that large pumpers and aerial trucks will be unable to move in a number of instances due to accumulation of debris, bomb craters, and such obstruction, there is presented the very definite need for portable life saving equipment, such as life nets. This is the point which we believe should not be overlooked when equipping auxiliary stations.

CHARLES C. LENZ, President,
Atlas Fire Equipment Company

$75,000 Fire Hits Chicago Warehouse

Chicago, Ill., firemen battled into the early hours to control flames which attacked a six-story warehouse and caused damage estimated at $75,000. Twenty-two engine companies responded to the alarm.

Chief Gieselman Retires

Chief Edward W. Gieselman of the Syracuse, N. Y., Fire Department retired from active service at the age limit on October 23. Succeeding him as Chief of the Fire Department is First Deputy Chief Philip N. Eckel.

Chief Edward W. Gieselman

Both Chief Gieselman and Chief Eckel joined the Fire Department on January 9, 1899. Chief Eckel won his first promotion to lieutenant on April 21, 1902, moved up to captain on May 29, 1905; to district chief on January 1, 1930. The death of Charles Boynton, after the Collins block fire on February 3, 1939, resulted in his promotion to first assistant chief. His title was changed to first deputy on February 19, 1940.

The Mayor in writing to Chief Gieselman stated "In announcing the appointment of your successor, I want you to know that we are conscious of the loss due to retirement-age provisions of an outstanding public servant. When you retire, you will have had eleven years, lacking a few days, of service as Chief of the Fire Department.

"During these eleven years, and the thirty-one years of additional fire service that preceded them, you have made a record to be proud of, and one that will be remembered throughout the history of the department. You can look back upon forty-two years of public service with justifiable pride and the knowledge that the people of Syracuse are grateful to you for your work.

"As Chief, you have kept the department at a notably high point of efficiency despite the admittedly difficult times American cities have experienced.

"In the years of your retirement I know you will find happiness in the many friends you have made and in the knowledge that you have helped to make Syracuse a safer city."

Kolb Chief at Boone, Ia.

Erich C. Kolb was recently elevated to the position of Chief of the Boone, Ia., Fire Department.

Chief Kolb has been a member of the Fire Department for twenty years and has served as Assistant Chief since a year ago.

Manufacturers' Announcements

New Waterproof Flashlight

Rub-R-Lite, a newly patented rubber flashlight that can be dropped on asphalt pavement from six stories and still work or can be left in water three months without damage was announced recently by William M. Lennan, Inc., at Pasadena, California. The light comes in two-cell and three-cell sizes in either focusing or fixed-focus types. A special two-button snap switch is claimed to do away with the common switch problems, while the inside battery-case (with side opening) prevents corroded batteries from becoming permanently stuck. It has an aluminum plated reflector with a shatter-proof, plastic lens.

The light is completely insulated in its molded, air-tight, one-piece resilient rubber case. It is safe for working around electric wires and has withstood a 5000-volt breakdown test. The waterproof, non-slip qualities allow it to be used in rain, mud or salt water, while any change in temperature has little or no effect on the light itself.

New York Stages Home Defense Exhibition

On Saturday morning, October 11, New York City staged its biggest and most effective home defense exhibition at City Hall in connection with the awarding of fire prevention essay medals to 250 school children and the promotion of ten captains, sixty lieutenants and the appointment of one hundred firemen.

A drill tower forty feet high and twenty-one feet wide was used. There was a lot of rope and scaling ladder work and rescue work. In addition, a demonstration was put on by the newly organized auxiliary department. The auxiliary men carried stirrup pumps, extinguishers, gas masks, life nets, shovels, portable radio sets, bomb dampers, sandbags, ladders and other equipment used to combat fire bombs.

The New York Fire Department for the first time showed three hose wagons painted dull gray. Also in the demonstration were four trailer-type pumps drawn by taxicabs.

Fire Apparatus and Car Crash

Three firemen were injured and a civilian killed when an auto crashed head on with a fire truck in Cincinnati, Ohio, recently. Both vehicles were enveloped in flames as the impact smashed the gasoline tanks of the vehicles.

The fire to which the apparatus was responding was a comparatively small one.

Fireman Henry Schneider, the driver of the ladder truck, suffered burns on his neck and body, a possible skull fracture and possible rib fractures. Captain William Bishop suffered a severe cut over this left knee, and Fireman LeRoy Zimmerman, tillerman on the truck, was burned on the hands when he went to the assistance of fellow firemen.

"NATIONAL DEFENSE THROUGH FIRE DEFENSE"

INDIAN

CLEAR WATER

FIRE PUMP

EXTINGUISHERS

Are Proven One of the Best Means of Controlling INCENDIARY BOMBS!

No. 147 Nozzle Throws Long Distance, Fine Mist Spray Gradually Cooling and Extinguishing the Bomb.

Civilian Defense tests bring out the advantages of INDIAN FIRE PUMPS over sand or stirrup pumps in controlling "incendiaries". A strong stream causes magnesium bombs to burst and scatter—the spray from an INDIAN cools and gradually extinguishes the bomb rendering it harmless. One man can operate an INDIAN. Three are needed on the stirrup pump. Can be made non-freezing for winter use.

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From a Family of Fighters

● Republic's forty years of experience in the exclusive manufacture of mechanical rubber products have resulted in a complete line of hose and belting . . . each with an enviable reputation for stubborn resistance to the abusive service conditions in its own field. Typical of the outstanding serviceability of Republic Rubber Products is that of Republic Fire Hose. Manufactured under the most rigid laboratory supervision, with carefully selected and tested materials, this long-lived hose has proven its dependability in many of the country's leading municipalities. Permanently protected against mildew and rot by Provar Process—an exclusive Republic formula . . . . . REPUBLIC RUBBER DIVISION OF LEE RUBBER & TIRE CORP., YOUNGSTOWN, OHIO.

HOSE
BELTING
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MOLDED PRODUCTS

REPUBLIC RUBBER

WHAT'S BURNING?

THE following list includes fires of $50,000 loss and over in the United States and Canada, for the month of October, 1941. These figures compiled from the telegraphic reports, are based on estimates made at the time, and are subject to later investigations and consequent revision. Taken as a whole, however, they are approximately a correct view of the losses incurred. The figures represent losses in thousands of dollars.

Month Ending October 31	Loss in Thousands of Dollars
Pomona, Calif.—Main agricultural building at Los Angeles County Fair destroyed	400
Brockton, Mass.—Warehouse owned by Carl H. Peterson damaged	50
Pasadena, Calif.—Pasadena Bowling Center destroyed	150
Cumberland, Md.—Heinrich & Jenkins men's furnishings store and Wagner meat market destroyed and Medical Arts Pharmacy damaged	50
Fairfield, Calif.—Fifteen farm buildings, grain pasture and live stock destroyed	100
Lebanon, Tenn.—Four buildings in downtown section destroyed	80
Indianapolis, Ind.—The Thiesing Veneer Co. with saws and machinery	50
Tiverton, R. I.—Storage shed at Bourne Mills damaged	50
Calgary, Alta.—Three stores, Wales beer parlor and annex to Wales Hotel, destroyed	125
Charlotte, N. C.—Bus garage of Atlanta Greyhound Bus Corp. damaged and seven busses and pick-up truck destroyed	80
Gilbert Plains, Man.—Office of Gilbert Plains Maple Leaf Cafe, Christie's meat market and Fisher's drug store destroyed and building occupied by Dr. S. W. Fox and Lucille Beauty Shop damaged	50
Baker, Ore.—Montgomery Ward store destroyed	100
War, W. Va.—Central Hotel and the Liberty Lunch adjacent to hotel destroyed	65
Marysville, Calif.—Linda Theatre and adjoining drug store and market destroyed	55
Keokuk, Ia.—Building used as warehouse by National Carbide Corporation, including 1,000 tons of calicum carbide, destroyed	80
Golden Meadow, La.—Packing plant of Gulf Fish and Shrimp Co. destroyed	125
Chester, Pa.—No. 1 foundry of Penn Steel Casting Co. destroyed	400
Camden, Ark.—Ritchie Grocery Co. destroyed and nearby bulk stations of Lion Oil Refining Co. and Cities Service Co. and Missouri Pacific passenger depot damaged	80
San Francisco, Calif.—Cooperage plant, stock and equipment damaged	80
Indianapolis, Ind.—The Consolidated Rubber Laboratories, Inc., plant and stored rubber destroyed	125
Lansing, Mich.—60,000 gallons of oil and naphtha at Lyons Oil Co. plant destroyed.	50
Avalon, Calif.—Planing mill and storage building destroyed	50
Fall River, Mass.—Five buildings destroyed and three others damaged at Firestone Rubber Co. plant	12,000
Laurinburg, N. C.—Atlantic Coast Line depot, a warehouse, 310 bales of cotton, 3,000 cases of canned vegetables, two refrigerator cars and two box cars destroyed.	65
Chicago, Ill.—Building occupied by Columbia Bedding Co. and Bear Furniture Company damaged	80
Lancaster, Mass.—Church of the Immaculate Conception damaged and most of furnishings destroyed	50
Danville, Va.—Buildings occupied by Hamlin & Hamlin and Herb Juice Penol Co. destroyed	50
Greenville, S. C.—Cannon Wholesale Grocery Co. damaged	65
Mt. Gilead, Ohio—Florence Pottery Co. plant destroyed	170
Willow Ranch, Calif.—Crane Creek Lumber Co. mill destroyed	125
Pratum, Ore.—Fred Hersch grain warehouse destroyed	50
East Corinth, Vt.—Main building of Bowen Hunter Bobbin Mill destroyed	50
New Hudson, Mich.—Vagabond Coach Manufacturing plant destroyed along with all stock and equipment, including 35 trailers, 600 trailer stoves, 150 barrels of lacquer and several hundred refrigerators	150
Cleveland, Ohio—Loudon Building damaged	50

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STEEL CUTTING EQUIPMENT
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RESCUE WORK
AND
AIR RAID PRECAUTIONS

TO THE RESCUE! Flame-cuts steel fast . . straps right on your back . . easy to carry easy to climb with . . . light in weight. A vital flame-cutting tool you need for rescue . . salvage . . . perhaps air raid service. Write for folder describing the Kerotest Portable Steel Cutting Outfit.

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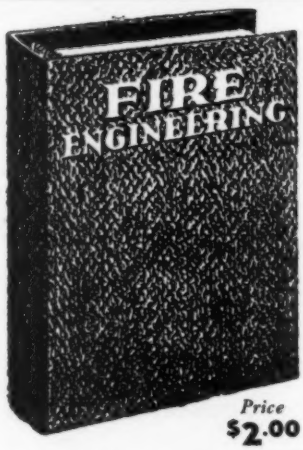

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24 W. 40th ST. NEW YORK

Bel Air, Md.—Large super market destroyed and two adjoining buildings damaged..... 80
Fairfax, S. C.—Cotton warehouse of R. R. Speaks destroyed 65
Portland, Ore. — Palladium ballroom destroyed and adjoining Highway Theatre, annex, cafe and Alaska Fur Co. damaged. 80
Moncks Corner, S. C.—Barn, refrigerating unit, milk house, testing house and storage plant owned by Nicholas Roosevelt destroyed 50
Washington Court House, Ohio — Building occupied by Associated Plumbers, Ohio Water Service Co., Ohio Bell Telephone and Goodrich Tire Co. destroyed..... 50
Lynn, Mass.—Lynford office building destroyed 125
Portland, Me.—Main building and machinery of Southworth Machine Co. destroyed.... 400
Englewood Cliffs, N. J.—The Rustic Cabin, night club, destroyed..... 200
Benton Harbor, Mich.—N. Y. A. Machine Shop Training School destroyed..... 60
Hamilton, Ohio—Building occupied by Leshner Division of Philip Carey Co. damaged 80
Dallas, Tex.—Universal Building Products Co. damaged 50
Point San Pablo, Calif.—Fish-De-Lisa Fish Reduction plant destroyed..... 50
Creston, Ia.—Five buildings destroyed and one damaged in downtown business section 160
Portland, Me.—Mansfield House, a combination apartment-business building, an adjoining stable and a second apartment building destroyed 60
Walton, N. Y.—Breakstone Bros. dairy products plant destroyed..... 80
Nashville, Tenn.—A. L. Goldberg & Son Lumber Co. and Fifth Avenue Truck Depot Co. destroyed and an apartment house damaged 80
Salt Lake City, Utah—Arthur Frank Clothing Store destroyed and three adjoining business houses damaged..... 200

Northern California Has Series of Fires

One man died and six more were hospitalized when a series of fires hit Northern California over the week end of September 22.

One fire on a pier at Santa Cruz, 70 miles south of San Francisco, a summer resort and fishing town, trapped scores. While fisherman fought three blazes which broke out simultaneously on the big wooden pier, an excursion boat evacuated pleasure-seekers trapped at the pier's end. Damaged was estimated at $10,000.

Three big produce freight sheds, two freight cars loaded with cans and huge quantities of vegetables were destroyed in a fire that swept the Stockton produce district and did $50,000 damage. The FBI began an investigation after workmen, several of whom were burned badly, said that the fire seemed to spring up at several points simultaneously.

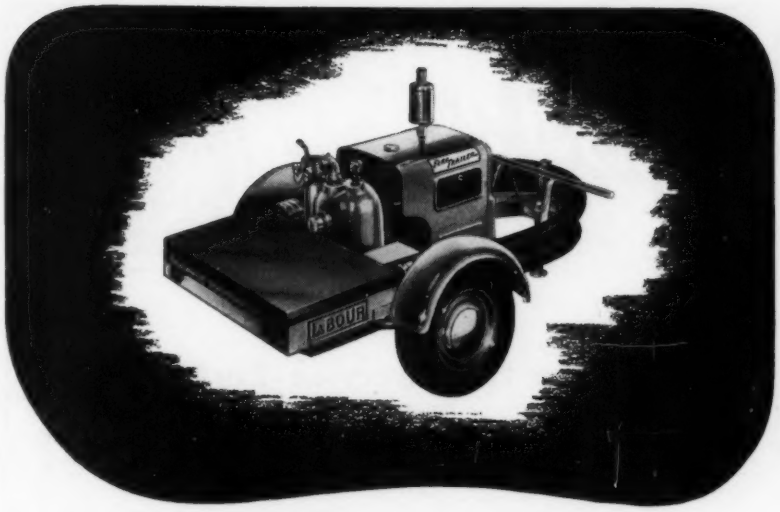
An El Cerrito resident died while burning leaves on his property in San Pablo, across the bay from San Francisco. He apparently was overcome by smoke when the fire got away from him and was trapped by the flames when he fell.

Several firefighters were injured near Angels Camp in Calaveras County as they fought a number of forest fires, whipped by high winds.

BOB GREENOCK.

Wisconsin Departments Use Standardized Hose Threads

About eighty per cent of the fire departments in Wisconsin have standardized threads on fire hose and hydrants either by re-threading or with new equipment, J. B. Wilkinson, Chief Engineer of the Fire Insurance Rating Bureau of Wisconsin recently reported.



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If obstructions, weak bridging, and soft ground block and endanger heavier equipment, or when narrow passages crowd larger apparatus, a LaBour Fire Trailer is often the most practical pumper to use.

Balanced light weight and small size make it easy to handle. Any car can pull it; no special hitch is required. One man can move it over smooth ground. A few men can pull it over the toughest terrain. The Fire Trailer is designed for mobility, to be brought in to fight where big trucks dare not or cannot go.

For the difficult jobs as well as the normal, your LaBour Fire Trailer is a capable aid. Delivering 150 GPM at 100 lbs. pressure, it is a self-priming centrifugal pumper. The pump is inherently self-priming, requiring neither manual nor mechanical manipulation. Being centrifugal in type with an open impeller, it is almost impossible to clog. Dirty water cannot injure the pump. Since the Fire Trailer needs no priming crew and is easy to move, one man if necessary can effectively work by himself.

Get ready for the times when a *mobile* pumper will mean more than the size. Send for your FREE copy of Bulletin 49. Get all the facts of the LaBour Fire Trailer now.

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Elkhart, Indiana
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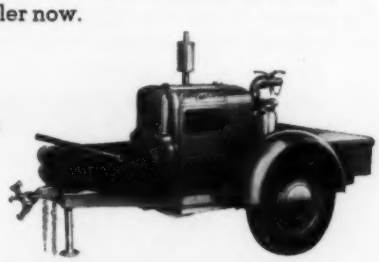

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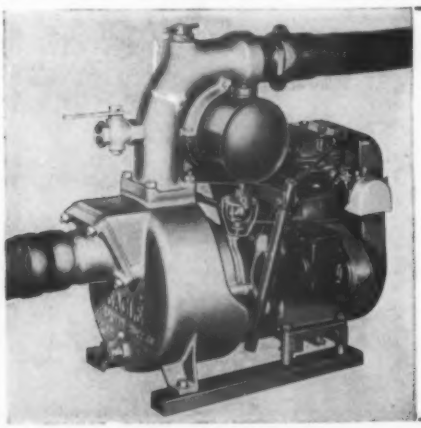

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PORTABLE BOOSTER PUMP
Pumps from Well - Lake - Stream, through 250 feet of fire hose.

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- The price is surprisingly low

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WAR FARE

Alarms and Discussions Clipped and Culled from the War News of the Day, of Interest to the Fire Service.

Roi B. Woolley

STEADILY the number of fires, and the fire loss of the nation rises. And with it, comes the increase in the number of fires of "suspicious origin" . . . and so on. Nobody knows how many of these fires are the result of sabotage and how many just the natural handmaiden of increased production effort. But one thing is sure—it's all a growing headache to the Fire Service.

In the last few months it seems to us there's been a particularly great increase in the number of fires (suspicious and otherwise) in lumber yards, oil storage plants and around piers (particularly those loaded with defense products). Here are a few items culled from the news of the day:

LANSING (MICH.): Fire exploded more than 60,000 gallons of oil and naptha in 9 storage tanks, spread to adjoining lumber yard; damage around $60,000.

MEXICO CITY: Production of Mexican lubricating oil will be curtailed sharply for next six months and perhaps halted for six months, as result of fire in Mexican Petroleum Co.'s high refinery at Minatitlan, Vera Cruz.

VENTURA (Cal.): Two men died, three others suffered severe burns in explosion that wrecked a 30,000 crude-oil tank owned by Shell Oil Co. Cause—you guess.

FALL RIVER (MASS.): Fire in plant of Firestone Rubber Co. did damage estimater at from $8,000,000 to $12,000,000 in stocks of crude rubber stored for defense, and other materials and was only brought under control when wind shift aided efforts of firemen from a score of cities and towns.

BOSTON (MASS.): Sixteen were hurt, damage of nearly one million dollars was done, in fire that destroyed four Boston & Maine warehouses filled with foodstuffs, damaged other buildings, set up a pall of smoke seen 45 miles away.

SAN JOSE (CAL.): A few days before new $10,000,000 "Permanente" magnesium plant opened three men were burned to death in white-hot flames resulting from magnesium explosion. Then, not long after, 18 others were injured in a gas explosion in the same plant, and now, as we go to press, word comes that another explosion has killed two and injured many more. The plant extracts metallic magnesium from raw materials by a new method; process involves handling of magnesium in its most dangerous state—a fine metallic dust.

SITKA (ALASKA): When 20 tons of dynamite let go, city of Sitka was shaken to its foundations, 6 men were killed, several injured. Explosion followed a fire at $13,000,000 base on which construction was being rushed. All the victims were fighting the fire which reached dynamite warehouse before it could be controlled. It was second fatal explosion in two months. On Aug. 14 a premature blast killed six men.

CUMBERLAND, (MD.): City officials sought to find cause of an explosion that injured 23 persons, two critically, wrecked three buildings and damaged several

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Conform to American Water Works Association specifications. Approved and listed by Underwriters' Laboratories and Associated Factory Mutuals. Well known and widely used for many years.

M & H Fire Hydrants are dry top and revolving head. They are easy to lubricate. Maintenance costs are low, due to simplicity of design and rugged construction. They have low friction loss and great efficiency because barrel diameter is not reduced and there are no working parts or obstruction in waterway. Special Traffic model is designed to yield at the ground line under impact. Repair is simple and easy by renewing breakable bolts and breakable coupling on stem.

M&H VALVE AND FITTINGS COMPANY
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others. Fire that followed was quickly controlled—loss $100,000.

HAMILTON (BERMUDA): Damage estimated at $10,000 was caused by fire in a 2-story wooden building in U. S. defense base. United States firemen were assisted by Brothers from Hamilton, who worked three hours to control blaze. Major loss was the 10,000 gallons of water used in extinguishing flames. Water is valuable on the island. Cause?

RADFORD (VA.): Five workmen were injured in explosion that demolished a dehydrating press at Radford ordnance works. "Cause being investigated."

STOCKHOLM (SWEDEN): A Finnish vessel, fully loaded with bombs, mines, etc., blew up in harbor of Helsinki, starting extensive fire, damaging Presidential Palace and other buildings. Casualties unknown—like the cause.

MANILA (P. I.): Manila's vital harbor area was swept by a $1,000,000 fire, flames surging through quarters housing Manila Trading & Supply Co., a Ford agency near pier where U. S. Army and Navy maintain docking and unloading facilities. Nothing said about causes.

NIAGARA FALLS (ONT.): Explosions and fire of apparently "purely accidental" origin swept and destroyed a war-time production building of Welland Chemical Co., killing three men, injuring seven or eight others seriously.

KEOKUK (IA.): Explosion followed by fire destroyed warehouse packed with thousands of tons of calcium carbide, used in acetylene welding. Loss over $100,000, but luckily none was injured.

NEW HUDSON (MICH.): Explosion and raging fire destroyed part of Vagabond Coach Co. just after 110 trailers for War Department had been completed. They went up in smoke—loss about $175,000.

* * *

Our Iowa Clipper sends us the yarn about three young Camp Edwards soldiers who couldn't resist the attraction of a nice shiny red fire truck parked in front of a volunteer station at Oak Bluffs (Ia.) and who just hadda go A. W. O. L. "with bells ringing." Police said they stole the truck and in an exciting, nerve-shattering ride, felled traffic signs, drove over a one-foot wall, crashed into Public Library so hard it knocked shingles from the building, and folded up parts of the apparatus like an accordion. The list of charges included nearly everything in the Book. But we dunno how the Vamps made out with their wreck.

* * *

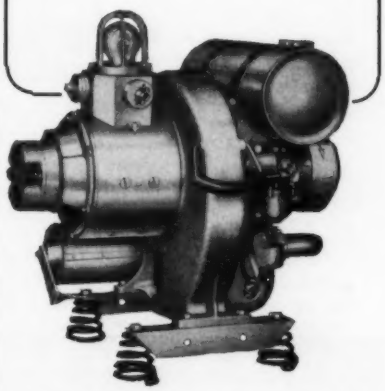
From Our London Correspondent

Home-going Londoners were stumped one night by a tear gas "test" during a rush-hour in London's Strand. Caught without gas masks, many people fled wildly, filled shelters and shops, and shed copious tears, while 30 canisters of gas were released in the stiffest test yet given to make people gas-conscious, and carry their masks.

* * *

It is reported that the British are using smokescreens extending for many miles to shield their cities from enemy air attack. Sets of smoke-producing apparatus manned by soldiers were said to have been set up all over the industrial part of the country. Personally, we've wondered often why they didn't use up the old crank case oil and other useless drainage, in producing smoke screens to blot out industrial centers, like the "smog" of Pittsburgh.

A Condition That Needs No Apology



Twenty-four hours a day, every day in the week, we're turning out Homelite Portable Generators and Pumps to *meet the demands of the Army and Navy*. This has forced us to pare down to a minimum our deliveries to regular customers—a minimum governed entirely by priorities.

This we regret. But it is a condition that needs no apology. We are faced with an emergency. And we must meet it as best we can.

Being "drafted" into the defense program is not without compensation. We are constantly gearing up our plant and improving our products. Eventually, we will be able to make quicker deliveries with even better Homelite Portable Generators and Pumps.

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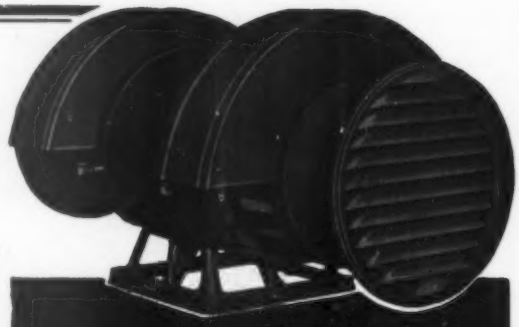

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You Can Depend On It *ALWAYS*

No matter which, either is cause for public alarm, and in either case you will want an alarm that you can depend on, one that will immediately warn of danger. Such an alarm is the Sterling Model "M" Siren.

For over a quarter of a century Sterling products have given dependable and unfailing service as public alarm agencies.

The shrill, unmistakable vibrations of this siren demand and get immediate attention.

Install a Sterling Model "M" Siren in your community and your public alarm worries will cease to be. You will have the positive answer for either fire or "blitz" housed in one piece of equipment.

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Akron fire protection appliances are engineered quality products, manufactured by modern methods to assure efficient, economical production.

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Grass Fires Harass California

October brought to Northern and Central California the worst fire weather in many years and fire fighters were on the alert 24 hours a day.

Contributing cause was last winter's unusually heavy rains which caused lush hills and valleys to become even more lush than usual. Bright, sunny October days with high north winds, almost of gale proportions, plus a low humidity, caused fire warnings to be broadcast by city, state and Federal fire prevention and conservation offices.

Thousands of soldiers and civilians battled a series of fires that raged through Marin, Solano and Napa Counties in the central part of the state near San Francisco.

Most spectacular of the fires was the one which raced through more than 500 acres of high, dry grass in the Marin hills and on the Fort Cronkite-Fort Barry military reservations along the Pacific Ocean just across the Golden Gate from San Francisco.

Soldiers from Barry, Cronkite and nearby Fort Baker were joined by men and fire equipment rushed from the Presidio of San Francisco in the all-night fight. The fire, believed to have started from sparks that had fallen into grass after the firing of some of the big guns in target practice, endangered powder magazines and ammunition dumps hidden in the hills around the gun emplacements.

While the blaze was still visible, another broke out on the extreme lower western slope of Mt. Tamalpais and moved toward Steep Ravine Beach, a settlement of 14 cabins south of Stinson Beach and about ten miles north of the first fire. Apparatus of the Tamalpais Forest Fire District responded and, after a hard fight, made a good stop.

More extensive and costly were the blazes that raged for more than 24 hours along an 18-mile front in Solano and Napa Counties. In addition to the razing of 14 ranch homes and buildings, hundreds of sheep were reported to have perished and 7000 acres of wheat and barley were destroyed. Firemen from Suisun, Fairfax and other communities were joined by hundreds of civilians, CCC members and state conservation workers to fight the three blazes that broke out almost simultaneously near Suisun-Fairfield, Jamison Canyon and near Dixon. Property damage was estimated at $500,000. No loss of life was reported.

More than 300 acres of timberland gave fire fighters a tough tussle about 80 miles south of Monterey and Fort Ord. The blaze, in the Santa Lucia Mountains, was battled by 500 soldiers and CCC workers under direction of state forest rangers.

The section was so rugged and isolated that food and other supplies had to be dropped by parachute. Small portable pumps and other equipment also sailed down out of the heavens.

BOB GREENOCK.

Coulter Chief at Chattanooga

Effective November 1, Assistant Chief E. E. Coulter became Chief of the Chattanooga, Tenn. Chief Robert Jones, who has served for a number of years, tendered his resignation.

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Salesman for sales and missionary work by one of the best known hose brass goods manufacturers. Station wagon furnished. State qualifications and salary expected. Address: Box No. 80, c/o FIRE ENGINEERING, 24 W. 40th St., New York City.

Serious Forest Fires Fought in New England

Forest fires raging through three New England states, due to the continued drought, forced the closing of forests in Maine, New Hampshire and Massachusetts, and necessitated the aid of troops from Camp Devens and Edwards and also from the C.C.C. camps in those areas, as well as civilian volunteers.

In Maine a camp and one farmhouse were destroyed and a half a dozen buildings ignited, but not seriously burned as the flames swept over 2500 acres of wood and swamp lands. Prolonged lack of rainfall had so dried out even the swamps that the fire traveled underground in some places, felling pine trees by burning their roots.

Because many sources of water supply necessary for fighting the fire had been dried up, fire fighters commandeered a fleet of 150 gallon gasoline trucks in which to haul water ten miles to the threatened area.

In Massachusetts, a blaze was started on the Camp Edwards artillery range by exploding shells and spread over an area of 1500 acres. Firemen from Dennis, Yarmouth, Barnstable, Falmouth and Bourne, the state patrol at Shawme Forest and the Falmouth High School Junior Firemen also fought the flames.

New Station to Be Built

Purchase of land in the Sylvan Crest section of Bridgeport, Conn., for the erection of a new fire station has been ordered by the Board of Aldermen in that city. City officials are planning to proceed at once with the erection of the firehouse for more adequate fire protection for the rapidly growing Sylvan Crest and upper Beardsley Park sections of Bridgeport.

THOMAS F. MAGNER.

Barton Front Mounted — AMERICAN-MARSH PUMPS — Barton-American Midship

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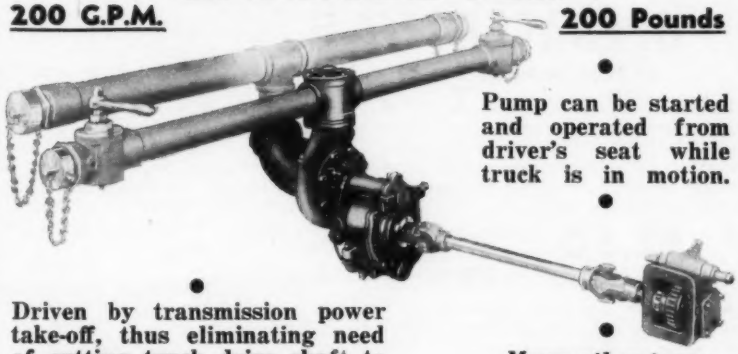

Pump can be started and operated from driver's seat while truck is in motion.

Driven by transmission power take-off, thus eliminating need of cutting truck drive shaft to mount pump.

Many other types and sizes.

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Battle Creek, Michigan, U. S. A.

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Civil Defense Preparation

(Continued from page 625)

Honolulu, T. H.
W. W. Blaisdell, Chief

A Major Disaster Council was organized on June 3, 1941, after several months of preliminary work. This provides for a full-time paid coordinator and the various department heads of the city and county of Honolulu, together with representatives from the public utilities, as members of the Executive Committee.

The city has been divided into districts according to voting precincts. A blackout committee has been organized, as has the medical group. The fire wardens and the other committees are in the process of organization.

The Fire Chief is a member of the Executive Committee, with First Assistant Chief H. A. Smith and Second Assistant Chief Boyle as alternates.

The work is progressing most satisfactorily.

Danville, Ill.
Charles Muirhead, Chief

A committee of seven has been appointed to act in case of need. This committee includes the Chairman, Edward Hewes, who is Editor of the "Danville Commercial News"; the Mayor, Mr. Frank P. Meyer; the Chief of Police, R. Johnson; the Superintendent of Schools, Mr. C. E. Vance, and representatives of the rural sections, labor and medicine. The Fire Chief is not a member of this committee.

Coffeyville, Kans.
S. E. Hanna, Chief

Our main thoughts at this time are those of preparedness and we are giving special and careful attention to our fire equipment and to all our factories and business buildings.

We want to be sure that everything in our city is ready to meet any emergency that may develop from our national defense program.

Particular attention is being paid to our water system, mains, and fire hydrants, followed by a careful check of all our fire fighting equipment. Now is the time to have all fire fighting equipment at your command in first-class condition. Old equipment should not be discarded at this time, but restored and repaired for urgent and immediate service. We recently added a new 750-gallon pumper to our equipment. Our 1920 model is being held in reserve in the event of an emergency.

Plainfield, N. J.
Wesley J. Dunn, Chief

An auxiliary unit has been formed and is receiving weekly instruction in fire fighting from the regular officers of the Plainfield Fire Department. Progress is very satisfactory.

Poughkeepsie, N. Y.
Chris W. Noll, Chief

We are now training our active volunteers. The next group to be trained will be an emergency corps and then a civilian unit.

The Chief is a member of the local committee.

"The Superior"
A MODERN and PROVEN
LIFE NET

The SUPERIOR LIFE SAVING NET is stronger than any other, because of the tested breaking strength of 1,800 lbs. of each individual rope.

The direct pull shock absorber system eliminates all friction and its greater resiliency provides for a safer, easier landing.

Made of Chrome Molybdenum steel, the frame may easily be folded for storage within a few seconds.

For the utmost in LIFE SAVING VALUE . . "SPECIFY SUPERIOR".

For ECONOMY, have your old net converted into a "SUPERIOR".

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SHUREDRY SALVAGE COVERS.

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Melrose, Mass.
S. C. Field, Chief

A very excellent committee has been formed. It is about ready to start work. Schools of instruction are to be formed.

The Fire Chief is the Chairman of the Auxiliary Fire Department Committee and also the Air Field Warden Committee.

Lockport, N. Y.
Edwin J. Coyle, Chief

A defense committee has been named. We are putting a call through the newspaper for two hundred men to train in the fire department.

Brookline, Mass.
Selden R. Allen, Chief

We are forming an auxiliary fire force and are signing up two hundred men. The Fire Chief has absolute control over this group.

Our progress is developing satisfactorily. I believe the United States Government should immediately allocate money for much needed equipment such as portable pumps, fire hose, etc.

Philadelphia, Pa.
William F. Cowden, Chief

We are at the present time enrolling citizens at their local engine company and preparing to train them in the various fire fighting methods and eventually form them into auxiliary fire brigades. This is in charge of the Fire Chief.

The fire defense program is progressing very nicely.

Toledo, Ohio
Fred Schlorf, Chief

Classes of civilians started training on July 21. There will be twenty lessons in the course, each two hours long, meeting from seven to nine in the evening. Each class will contain fifty men. The local program is progressing very satisfactorily.

Lewiston, Maine
Z. F. Drouin, Chief

We are training volunteers to fight fires in connection with the civil defense unit set up in our city. The work is progressing satisfactorily at the present time.

Methuen, Mass.
Thomas Dow, Chief

A civil defense unit has been set up in Methuen, with the Fire Chief, Police Chief, Water Superintendent and Street Superintentdent members of the committee. The Fire Chief is Chairman of Fire and Defense.

Muskogee, Okla.
G. A. Goodin

A unit has been organized in our city along the lines suggested by Mayor LaGuardia. It is headed by our Mayor. The Fire Chief has charge of fire and communications.

Pottsville, Pa.
George Smith, Chief

The Pottsville Defense Council was organized on June 1, 1940. It is headed by Mayor Claude A. Lord. It is fully organized, and functioning. A women's emergency unit is now being organized.

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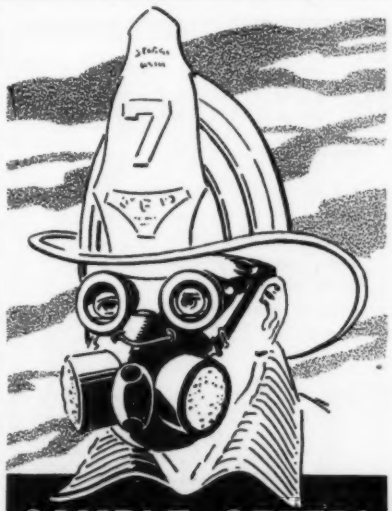

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1837—1941

The Round Table

(Continued from page 627)

action on the matter of protecting apapparatus against stormy weather. We do tell the captain of each company that he is in charge of his apparatus and that it is up to him to see that it is kept in running condition.

Martin J. Hayden, Chief, Bridgeport, Conn.: In the event of sleet or rain freezing on the apparatus, we would place salvage covers over the apparatus as soon as possible. Apparatus is replaced as soon as the conditions warrant. The Superintendent of Machinery attends to this conditions so as to avoid delay.

William F. Cowden, Chief, Philadelphia, Pa.: All equipment on apparatus is protected by heavy canvas covers to keep hose and tools from getting wet. This is also done in snow and sleet. The motor is kept running at slow speed while standing idle on the fire ground.

Herman E. Gutheim, Chief, Cambridge, Mass.: All hose wagons and pumpers have canvas covers to cover hose and other equipment.

All ladder trucks have canvas covers over motors and drivers' seats while at fires when heavy rain or spray is falling.

We sometimes use spare salvage covers over motors when the rain is very heavy.

Every company carries horse blankets to cover motors in severe weather. We have found the above methods very satisfactory.

Zephrin F. Drouin, Chief, Lewiston, Me.: We have platforms and canvas covers over hose on pumpers. On ladder trucks a cover is used over baskets of accessories such as ropes, safety belts, etc., at all times. Salvage covers are thrown over all apparatus when out in stormy weather and at fires when much water is used.

Allen Judson, Chief, Stratford, Conn.: If we are going to be out in bad weather for any length of time, a tarpaulin would be thrown over the machine.

M. W. Lawton, Chief, Middletown, Conn.: For the past four years we have covered our trucks with tarpaulins whenever it is raining or snowing. We find that this protects all the equipment on the trucks and saves a lot of labor when we return from a call.

We have found that this method is very satisfactory and the men like it. At the first sign of rain the covers are rolled out and spread over the top of the trucks and fastened all around. This does not interfere in any way with getting at the equipment.

The ladders are not covered on ladder trucks, but all equipment in the baskets is covered at all times.

Leo J. Urbenski, Chief, St. Joseph, Mo.: We have a cover cut to fit over the top and down about three inches over the edge of the hose body. This is very satisfactory for keeping rain, snow or sleet off the hose and out of the hose body.

C. D. Goldsmith, Chief, Duluth, Minn.: Nothing has been done to protect apparatus against the weather. Such conditions prove quite a handicap, but

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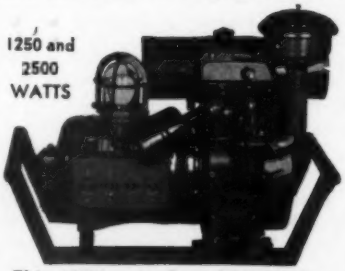

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we have never found anything that might prove satisfactory. Putting out the fire comes first.

Daniel H. Shire, Chief, Mason City, Ia.: All hose beds have waterproof canvas covers which lap one foot over sides to protect hose in body from rain, snow, sleet and spray from fire streams.

In addition, all apparatus has from one to two old 12 x 18 foot salvage covers to cover motor, seat, etc., from the elements. If ice forms it can be removed far more easily from the cover than it can from the apparatus.

R. J. Van Fleet, Chief, Hastings, Neb.: One engine has a removable cover over the hose body and equipment basket for protection against rains, sleet, etc. All open apparatus carry covers which can be placed over the apparatus standing at fires.

Our methods have proven fairly satisfactory. I believe that it would be much more satisfactory for all open apparatus to be provided with removable covers so that hose and equipment are protected at all times.

H. J. Callahan, Chief, Fort Dodge, Ia.: Standard 12 by 18 foot salvage covers carried on all apparatus are used to protect against rain, spray, snow and ice.

The following replies are in answer to a previous question on the use of floor scuppers.

Howard Travers, Chief, Baltimore, Md.: Some of the buildings in our city are equipped with floor scuppers.

We find that these are extremely beneficial in relieving the building of excess water due to fire operations and they prevent destruction of property by cutting holes in floors.

Napoleon Taupier, Chief, Pawtucket, R. I.: We have a number of buildings in our city which have glass covered openings in the floor. They have proved of great value in fighting cellar fires and we would like to have every building in the downtown district equipped with them if it were possible.

Edward J. Green, Chief, Steubenville, Ohio: While we do not have many, I think they are wonderful things. When our Building Code is rewritten, we will have provision for their installation in it. I have talked this up for many years and I believe many building owners are having them installed.

Marvin K. Evans, Chef, Lynchburg, Va.: I have never had any experience with floor scuppers.

I believe that they would be advantageous where there is a concrete floor or any heavy floor to be cut through, or where there is a sub-floor.

M. J. Melillo, Chief Youngstown, Ohio: We do not have any buildings equipped with this device in Youngstown. I believe, however, that it would be very helpful in locating a cellar fire especially where the floors are of concrete or other heavy material.

Joseph A. Kirby, Chief, Dayton, Ohio: In Dayton the general practice has been to require floor drains of standard requirements. However, we do have a few buildings equipped with scuppers where large concentrations of water could be expected.

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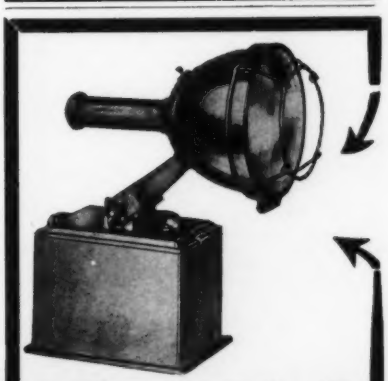

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STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933, OF FIRE ENGINEERING, published monthly at New York, N. Y., for Oct. 1, 1941.

State of New York } ss.:
County of New York }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared I. H. Case, who, having been duly sworn according to law, deposes and says that he is the business manager of the FIRE ENGINEERING and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Case-Shepperd-Mann Publishing Corp., 24 West 40th Street, New York, N. Y.; Editor, Fred Shepperd, 24 West 40th Street, New York, N. Y.; Managing Editor, Fred Shepperd, 24 West 40th Street, New York, N. Y.; Business Manager, I. H. Case, 24 West 40th Street, New York, N. Y.

2. That the owner is: Case-Shepperd-Mann Publishing Corp., 24 West 40th Street, New York, N. Y.; I. H. Case, 24 West 40th Street, New York, N. Y.; Fred Shepperd, 24 West 40th Street, New York, N. Y.; Karl M. Mann, 24 West 40th Street, New York, N. Y.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

I. H. CASE,
Business Manager.

Sworn to and subscribed before me this 8th day of October, 1941.
[Seal]

WILLIAM H. TOPHAM,
Notary Public.

(My commission expires March 30, 1943.)

lems of fighting a basement fire are becoming severe due to the lack of openings, ventilation and usually limited ingress. I believe scuppers can be used advantageously in employing cellar pipes for fighting these fires. It does seem to me to be necessary to seal the cover with a tar compound to prevent accidents to stock stored below them and that the locations of these scuppers be indicated.

It is my opinion that all wall scuppers should connect to a stack for removal of water from floors involved, as water escaping to the streets or sidewalks in cold weather greatly handicaps operations.

The provision of these covered openings in floors would prevent exhausting of firemen in forcing openings for pipes, etc.

Paul Lefke, Chief, Lansing, Mich.: This matter has been given special attention by the Lansing Fire Department due to the extremely hazardous conditions encountered in basement fires in business districts.

We have included in our Fire Prevention Code a measure compelling the installation of floor openings in new and remodeled construction. Without question, it is a very important feature.

J. L. Murphy, Chief, Kingston, N. Y.: We have some buildings equipped with wall scuppers but none with floor scuppers.

If the floor scupper were open (not connected to a drain pipe) it would have some value in ventilating a basement fire. Should a fire occur on the first floor and the building were equipped with scuppers which were not connected to a drain, water would flow to the basement and cause excessive damage to stock in basement.

In my opinion the floor scupper has some merit for relieving the basement of smoke but has a decided disadvantage when operating at fires above the basement.

P. M. Wendel, Chief, Wichita, Kans.: Section No. 3807 of our Building Code provides that "Basement pipe inlets shall be installed in the first floor of every store, warehouse or factory where there are cellars or basements under same, except where in such cellars or basements there is installed an automatic sprinkler system as specified by this Code.

"All basement pipe inlets shall be of cast iron, steel, brass, aluminum or bronze with lids of cast iron and shall consist of a sleeve not less than ten (10) inches in diameter through the floor extending to and flush with the ceiling below and with a top flange, recessed with an inside shoulder, to receive the lid which shall be water tight and flush with the finish floor surface. The lid shall be solid casting and have a ring lift recessed in the top thereof so as to be flush. The lid shall have the words "Fire Department Only. Do not Cover Up" cast in the top thereof. The lid shall be installed in such a manner as to readily permit its removal from the inlet.

"The location of such basement pipe shall be approved by the Building Inspector and the Fire Chief and shall be kept readily accessible at all times to the Fire Department."

These floor openings should be placed in aisles where they will not be covered up with show cases or mer-

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chandise. By taking a sledge and breaking the plate, the hole is large enough to operate a cellar pipe or rotary spray.

In our inspections we require that these opening are accessible.

F. W. Donnelly, Chief, Lincoln, Neb.: None of our buildings are equipped with scuppers.

The general use of scuppers would aid materially in placing cellar pipes in operation and in draining water that has been used in fighting fires from floor to floor.

J. H. O'Neill, Chief, Niagara Falls, N. Y.: There are no buildings in this city equipped with floor scuppers. I believe that in buildings where concrete flooring is encountered, the floor scuppers would be of great advantage to the firemen as it would enable them to use the scuppers instead of drilling or breaking through the concrete flooring. It would also eliminate punishment to the men by smoke, fumes and heat that they would otherwise take while drilling or breaking through the flooring.

Leo J. Urbanski, Chief, Saint Joseph, Mo.: There are no floor scuppers in use in any of the buildings in St. Joseph.

G. R. McAlpine, Chief, Oklahoma City, Okla.: To my knowledge, we do not have any buildings in our city so equipped. However, I think the idea is good if the openings could be kept closed except when used by the Fire Department, as any opening through the floors which is not properly covered would be dangerous from a fire communication standpoint and would also be hazardous to workmen in the building.

Luther P. Willis, Chief, Pueblo, Colo.: We have one building in Pueblo equipped with floor scuppers, but we have never had occasion to use them. Should there be concrete floors to contend with, I believe they would be of great benefit to the Department if we were unable to enter the basement.

Recently the Woolworth Stores remodelled a building and the contractor installed scuppers at the end of counters and just off the aisles so that they would be easy to find were the first floor filled with smoke. We are getting a blueprint of the location of each one. Should we have a basement fire in that building, these scuppers would help us.

M. J. Dunphy, Chief, Sacramento, Calif.: About forty-five of the buildings in the high value district are equipped with floor scuppers. In buildings that have these devices, we have had exceptionally good results on basement fires.

Our Fire Prevention inspectors inspect these opening from time to time to see that they are clear and ready for use.

The benefits from these devices are numerous in the fighting of fire where concrete flooring is encountered. First, they are a time and labor saver. Second, they give you access to the seat of the fire. Third, we have used them as a means of drainage.

All new buildings and those that are being remodelled are more or less compelled to have them installed. We have had no trouble with the contractors or the owners of buildings in having them installed when their benefits are shown.

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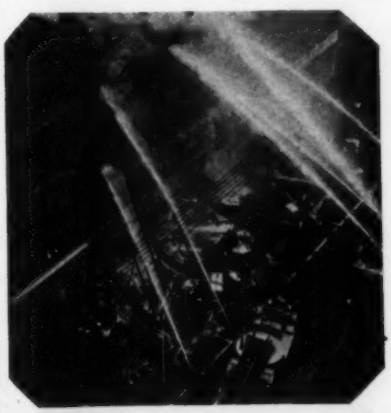

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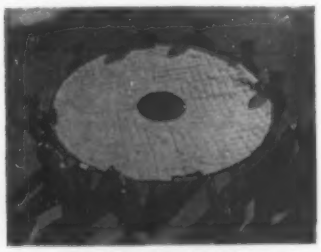

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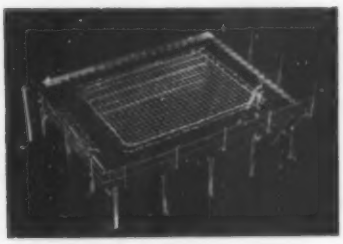

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